The Humble

ADDRESS

Of the Right Honourable the

Lords Spiritual and Temporal,

In Parliament Aſſembled,

With the ſeveral

PAPERS Contain'd and Refer'd to therein,

PRESENTED TO

HER MAJESTY

On *Monday* the Firſt Day of *March*, 1707.

WITH

HER MAJESTIES

MOST GRACIOUS

ANSWER.

LONDON,

Printed by *Charles Bill*, and the Executrix of *Thomas Newcomb*, deceas'd,
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Die Martis 2 Martii, 1707.

IT is Ordered by the Lords Spiritual and Temporal, in Parliament Assembled, That the Addreſs of this Houſe, with the ſeveral Papers Contained and Referred to therein, Preſented to Her Majeſty Yeſterday, and Her Majeſties moſt Gracious Anſwer thereunto, ſhall be forthwith Printed and Publiſhed.

Math. Johnſon,
Cler. Parliamentor.

Die Mercurii 25 Februari, 1707.

WE Your Majesties most Dutiful and Obedient Subjects, the Lords Spiritual and Temporal in Parliament Assembled, Do humbly Acquaint Your Majesty, That early in this Session of Parliament a Petition of several Merchants on Behalf of themselves and others, Traders of the City of *London*, was presented to the House, whereby they Complain'd of great Losses by the ill Timing of Convoys, and for want of Cruisers; so that they durst no longer Engage the Remainder of their Estates to Carry on their several Trades, unless immediate Care was taken to Remedy these Two Main Causes of their Misfortunes.

This Petition containing Complaints of great Consequence to Your Majesties Subjects, and We being sensible that nothing but a strict and impartial Enquiry into Matters of Fact could put them in a due Light, and Enable Us to Distinguish between ill grounded Clamours, and a just cause of Complaint, in Order to take the usual Method of being rightly and fully inform'd, did refer the Petition to a Committee, and did also refer to the same Committee several Papers which the House had found Necessary to Call for from the proper Offices for their better Information in divers things relating to the Navy.

The Committee having prepar'd a Report, and presented it to the House, upon a Mature Consideration, it was Approved and Agreed to; and We think it Our Duty humbly to Lay the same before Your Majesty.

The Lords Committees have Heard many of the Petitioners upon their Oaths, and have caused them to put their Depositions into Writing, and to Sign the Same.

THE Lords Committees observing, That the Complaints of the Petitioners naturally fell under several Heads; for the greater Ease of the House, have endeavour'd in their Report to Reduce the Evidence to the following Method, always referring, as they proceed, to the Depositions themselves.

One thing Complain'd of was, The Insufficiency of Convoys appointed for the Merchants, whereby their Ships had from time to time become a Prey to the Superior Force of the Enemy.

A Second Point was, The Merchants Suffered great Discouragement by their being forced to wait long for Convoys, even after the time promised and prefixed for their Sailing, whereby the Charge of Seamens Wages and Victuals, Demurrage of Shipping, Damage of Goods, and Loss of Markets, made Trading insupportable.

A Third ground of Complaint was, The Untimely and Unseasonable Sailing of Convoys, whereby Trade (to the *West-Indies* especially) was in a manner Ruin'd.

A Fourth was, The great Want of Cruisers in the *Channel* and *Soundings*.

A Fifth Complaint was, Concerning the Arbitrary Proceedings of the Captains of the Queens Ships of War in Impressing Seamen out of the Merchant Ships in the *West-Indies*, as also upon their Return into the Ports of *Great Britain*, to the Endangering of many, and Loss of several Ships.

In Order to make out the First Head of their Complaint relating to the Insufficiency of Convoys, they gave the following Instances:

First, In *June*, 1706. a Fleet of Merchant Ships, under Convoy of the *Gosport* Man of War, bound for the *West-Indies*, were Attack'd in the *Soundings*, and the *Gosport*, and Eight or Nine of the Merchant Ships were taken.

Secondly, The *Lisbon* Fleet, under Convoy of the *Swiftsure* and *Warspight*, were Attack'd in *March*, 1706, and about Fourteen Merchant Ships taken in the *Soundings*.

Thirdly, The *Newfoundland* Fleet, under Convoy of the *Falkland* and *Medway's* Prize, were Attack'd in *April*, and some of them taken.

Fourthly, The Coasting Convoy was Attack'd in *April* off the Lands End.

Fifthly, The Convoy from the *Downs*, consisting of the *Hampton-Court*, the *Royal-Oak*, and the *Grafton*, Sail'd the First of *May* last, and the next Day were Attack'd in the *Channel*, and the *Hampton-Court*, and the *Grafton*, and about Twenty Merchant Ships were taken by the *Dunkirk* Squadron.

A *Sixth* Instance was, That of the *Russia* Ships Outward bound this Year, which were Attack'd by the *Dunkirk* Squadron, and Sixteen of them Taken.

And further, in respect to the *Russia* Fleet, Mr. *Dawson* inform'd their Lordships, That on the 29th of *April* the Governor and a Committe of the *Muscovia* Company Attended the Prince's Council, to know what Convoy was appointed to Conduct their Ships to *Archangel*: They were told, Their Convoy should be One Fourth and Two Fifth Rate Ships. Upon their Representing their Fears of Danger from the *Dunkirk* Squadron, they was told them from the Board, they need not be under any Apprehension on that Score, for the *Dunkirk* Squadron was gone Westward; which prov'd true, for on the *Thursday* following the *Hampton-Court*, *Grafton* and *Royal-Oak*, Sail'd out of the *Downs* with the Ships under their Convoy, and the next Day, being the 2d of *May*, fell in with the *Dunkirk* Squadron.

To shew the Losses and Disappointments that have lately happen'd to the Fleets of the *Muscovia* Company, Mr. *Dawson* acquainted their Lordships with the Substance of a Petition lately presented by the *Muscovia* Company to the Prince's Council; and upon his Oath inform'd their Lordships of many Facts in order to make good what was contained in that Petition: But those Facts being not particularly set down in his Deposition delivered to their Lordships, and sign'd by him, no notice is taken of them in this Report.

The Merchants also desired that Notice might be taken of the *Gazette* of the 8*th* of *May* last.

Seventhly, The Merchants instanced in the Convoy which went with the King of *Portugal's* Horses, and many other Merchants Ships, which was Attack'd the 10th of *October* last by the *Dunkirk* and *Brest* Squadron.

join'd together, who Burnt one of our Men of War, and Took three others, with about 30 of our Merchants Ships.

To ſhew this, the Merchants produced the *Gazette* of the 3d of *November*, 1707.

Theſe ſeveral Convoys having been thus Attack'd in the *Soundings* and *Channel* in leſs than a Year and half, the Merchants inſiſted was a convincing Proof of their Inſufficiency.

The Second Head of Complaint was, Of the great Diſcouragement and Prejudice to Trade by the Merchants being under a Neceſſity of waiting ſo long for Convoys, whereby their Charges were exceedingly Encreas'd, great Damages happened to their Cargoes, and their Markets were loſt.

They ſaid, If any of their Ships happen'd to eſcape the Enemy in their Return Home, their Loſſes were much heightned by their long Lying for a Convoy to the River, which though very much and long Complain'd of, yet ſeldom met with any Redreſs.

One Inſtance of the Damages ariſing by the Delay of Convoys was, That ſeveral of our Merchants had Orders in *July*, 1704. for Buying great Quantities of Corn for the King of *Portugal*'s Uſe, and had Aſſignments on the Treaſury here for 100000 Pieces of Eight: Accordingly a great Quantity of Corn was Bought in *July* and *Auguſt*, and frequent Applications made to the Prince's Council for Convoy, and they promis'd from time to time to take care of it, but the Convoy did not Sail from *Portſmouth* till the 6th of *February* following, near ſeven Months after they had Orders: And by this Delay their Corn was in a very bad Condition.

The Merchants had an Order from the King of *Portugal* to the ſame purpoſe the Year before, but then they had worſe Succeſs in getting their Corn Conveyed to *Portugal*: And by theſe Diſappointments the *Portugal* Court was diſcourag'd in ſending Orders for more Corn from hence, not only by reaſon of the great Diſappointment as to time, but by the Spoiling of the Corn, whereby our Corn was brought under great Diſrepute; and they now ſupply themſelves from *Holland*, and thereby the *Dutch* not only reap the Advantage thereof, but as the Corn comes chiefly to them from the *Baltick* Seas, it is a great Advantage to their Trade and Navigation.

The 25th of *March*, 1707. a Fleet Sail'd for *Portugal*, but there was then a Proſpect given that there ſhould ſoon go another Convoy. This encourag'd the Shipping of great Quantities of Corn, and Woollen Manufactures; and the Heat of the Weather coming on, preſſing Applications were made for that Convoy, but without Succeſs.

The 10th of *Auguſt* the Grand Fleet Sail'd from *Portſmouth*, but took no Merchant Ships under their Convoy.

The Merchants having continued Petitioning till about the latter End of *September*, then told the Prince's Council in plain Terms, That if they did not grant a Convoy immediately, the Goods Aboard their Ships would inevitably periſh in Port.

At that time they promiſed the *Norfolk* and *Warſpight*; the Merchants prayed a ſmall Ship might be added to ſee their Ships ſafe along the Coaſts of *Portugal*, but that was denied, and the Prince's Council told them, The *Warſpight*, had Orders to that purpoſe.

The Merchants acquainted them, That ſo large a Ship at that Seaſon durſt not venture ſo near the Shore as was neceſſary to protect the Trade from Privateers lying near the Shore; and did alſo repreſent the Danger to which the Main Fleet of Merchant Ships bound for *Lisbon*, would be expoſed, if they proceeded with a ſingle Man of War; but this was not regarded: So the Merchants were forc'd to ſubmit, having ſome Chance for ſaving their Cargoes, if they proceeded; whereas they had none, if they continued longer in Port, for not only their Corn would be ſpoiled, but all their Woollen Manufactures were in Danger of Decaying by the Heating of their Corn, as had been often experienced.

Soon after a Report came, That a *French* Squadron was Cruiſing in the *Channel*, and an Embargo thereupon was laid on that Fleet. The *Portugal* Merchants drew up a Remonſtrance, repreſenting the great Hardſhips they had ſuffer'd: But it happen'd at the ſame time when their Remonſtrance was preſented to the Prince's Council, News came that ſome *Dutch* Homeward-bound *Weſt-India* Ships, meeting with contrary Winds in the *Channel*, had been taken for *French*, and were then put into *Portſmouth*. Upon this the Merchants preſs'd they might proceed without delay, the Cauſe of the Embargo being remov'd: But the Board ſeem'd diſpleaſed with their Remonſtrance, and told them, The Embargo had been laid by the Prince, and could not be taken off without his Direction; And that his Highneſs being then at *Newmarket*, it muſt take up time before ſuch an Order could be ſent; but if they would ſtay a Week longer, the *Exeter* ſhould be added to the Convoy, and the *Naſſau*, if ſhe could get up in time; to which ſeveral of the Merchants did agree, and were obliged by the Board to ſign a Paper to that purpoſe.

The Fleet ſail'd the 18th of *October* with the *Norfolk*, *Warſpight*, and *Exeter*, but the *Naſſau* did not join; which the Merchants ſaid was only for want of neceſſary Orders, for the Fleet was not under Sail till Three of the Clock in the Afternoon, and the *Naſſau* came to *Spithead* before Night.

By reaſon of the Inſufficiency of this Convoy, ſeveral Ships were Taken out of the Fleet near *Portland*, and afterwards the Fleet meeting with bad Weather in the *Bay* of *Biſcay*, the *Warſpight* and *Exeter* came back diſabled: Whereas the Merchant Ships (except ſome few which had fallen foul upon each other) proceeded to *Lisbon* with the *Norfolk* only: But ſeveral more Ships were loſt out of the Fleet by the Weakneſs of the Convoy, and Two Men of War out of Three being diſabled and forc'd to return, they thought it reaſonable to conclude it could not be without ſome conſiderable Defects in the Ships when they went out.

Another Inſtance inſiſted upon was, That a great Number of Merchant Ships having gotten into *Portſmouth* from *Jamaica*, *Virginia*, *New-England*, *Antegoa*, *Lisbon*, and other Parts, in *December* 1706. as alſo many Coaſters; All theſe were detained there for want of Convoy to the *Downs*, from that time to the 24th of *April* following, being between Four and Five Months, although frequent Applications were made to the Prince's Council

cil for Convoy to the *Downs* from the Masters there, and the Owners at *London*, and many Promises given, c yet during that time many of Her Majesties Ships lay there in Harbour, and several Men of War pass'd by t Place, particularly the *Suffolk* and *Bristol* Men of War pass'd by from *Plymouth*, without calling for the M chant Ships which lay there.

Sir *Thomas Hardy*, with the *East-India* Ships and other Ships, from *Ireland*, pass'd by without calling

When these Merchant Ships came into *Portsmouth*, the *Southampton* lay ready fitted at *Spithead*, and continu there Two Months at least, and the *Anglesea* lay there a considerable time ready fitted.

During this time several Frigats Sail'd from *Portsmouth*, and Cruised up as far as *Dungeness*, within Sev Leagues of the *Downs*, but for want of Orders took no Ships with them.

Whilst these Ships lay there for want of Convoy, there were at *Spithead* the following Men of War, ma of which lay there a considerable time:

The *Anglesea*,	*Portland*,	*Reserve*,
Southampton,	*Ruby*,	*Dover*,
Swiftsure,	*Feversham*,	*Ramillies*,
Warspight,	*August*,	*Sun Prize*,
Severn,	*Nassau*,	Two Fifth Rates.

and the *Albermarle*.

Some of these (it was hoped during the Westerly Winds, which were very frequent) might have been Or dered to have seen these Ships, being about Fifty or Sixty Sail to the *Downs*, which was so near, about Six teen Hours Sail.

All this while the Merchants lay at great Charges, besides the Damage to their Cargoes, and the Loss b many of their Voyages for the following Season.

About the Tenth of *February*, the *Ruby* and *Feversham*, appointed as Convoy for them, gave Sailing Order but they were again Countermanded, and the *Ruby* went into the Dock to Clean.

Afterwards, upon further Importunity, the *August* was Ordered to join the *Ruby* and *Feversham*, but in stead of going for the *Downs*, they went first to fetch the Coasters from *Topsham*, and then came to Call for the Ships at *Portsmouth*.

About the beginning of *October*, 1706. Mr. *Coward* and Mr. *Jones* let several Ships to Freight to the Com missioners of the Victualling Office for the Queens Service directly to *Jamaica*: Being told the Convoy waited for them, they were bound by Charter-party to be at the *Nore* the Fifteenth of *November* following, on Pe nalty of loosing Five Shillings *per* Ton Freight.

Their Ships were ready, and the Wind was fair, but they were detain'd for the Convoy, and carried from place to place from the *Downs* to *Portsmouth*, thence to *Plymouth*, thence to *Ireland*, thence to *Barbadoes* and *Antegoa*, staying at each Place, so that they arriv'd not at *Jamaica* till the Third of *June* last, to the Ruin of their Voyage, and their Ships; of which they just then had an Account, that they are lately come back to *Ire land*.

Mr. *Coward*, the Eleventh of *February* last, let to Freight to the Commissioners of Victualling in the Queens Service for *Lisbon*, the *Walthamstow* Galley (and as he was bound by Charter-party under the same Penalty) was ready by the First of *March* last, but was detain'd till the End of *August* before he Sail'd from *England*.

Captain *Kerr* appointed all the Ships at *Jamaica* to be ready to Sail the First of *August* last, but then he made them wait till the Six and twentieth of *August*, and after with his Convoy left them all when at Sea.

Mr. *Palmer* in 1705. had a part in a Frigat called the *Ruby*, laden with Corn and Bale-Goods for *Li* and in Company with many others, was Convoyed from the *Downs* to *Portsmouth* by the *Litchfield* Prize; but for want of Orders, she could not see them at *Plymouth*, about Twelve Hours Sail further, where they might have joined Sir *Cloudesly Shovell*'s Fleet, bound for *Portugal*. Upon this the Merchants sent many Petitions to the Prince's Council, which, together with the Answers (being direct Refusals) were inserted in his Decla tion. Mr. *Palmer* in Person afterwards, in the Name of the several Merchants, Attended the Prince's Coun cil, and Represented, That without speedy Relief all the Corn aboard the Ships would be spoil'd; but the Ans swer was, That no Convoy could be granted; and at last by a violent Storm the Tenth of *August*, about Twenty Sail of these were Cast away, and amongst them the *Ruby*, worth at least Seven thousand Pounds.

For a further Evidence the Merchants produced to their Lordships the *Gazette* of the Eighth of *May*, and shewed the Paragraph from *Ostend*, in which are these words:

A Fleet of Merchant Ships which lay Five Months in the Downs, *consisting of Fifty Five Sail, arriv'd at O this Evening, to the great Advantage and Satisfaction of this Place.*

This the Merchants observ'd was a great Delay for so short a Passage, and must extremely prejudice *Flanders* Trade, which the Parliament thought fit to Encourage by passing an Act the last Session for Repeal the Prohibition of Importing Lace.

A Third ground of the Merchants Complaint was, That by the untimely and unseasonable Proceeding Convoys, especially to the *West-Indies*, they were very great Sufferers upon many Accounts.

By arriving there at an improper time, in the Hot, Sultry, and Rainy Seasons, a great Mortality is o on'd among the Seamen, which proves a Loss of their Voyages, for want of Hands to bring home their Sh or puts them to vast Charges to Purchase Men there.

The same cause obliges the Traders to the *West-Indies* to return in the Winter-time, when they must meet with Stormy and Foggy Weather, which is often the Occasion of their Separation from their Convoy being well Mann'd, and Crowding all the Sail they can, Out-sail the Merchant Ships, being (for the

reſaid) generally but weakly Mann'd, and ſo are left in Diſtreſs to the Mercy of the Enemy or the Seas, for want of a little Conduct in the Convoys in ſhortning Sails, and taking Care of them.

An Inſtance of this was alledg'd in the Fleet now miſſing from *Jamaica*, which came under the Convoy of Captain *Kerr*, with Three Men of War, the *Breda*, the *Sunderland*, and the *Experiment*, and a Fire-ſhip; One of which, the *Sunderland*, came alone to *Portſmouth*, the *Breda*, and the Fire-ſhip to *Plymouth*, and the *Experiment* afterwards to *Spithead*, but not one Merchant Man, except a ſmall Ship to *Briſtol*.

The Merchants obſerv'd, That if the Convoy had fired Guns at Tacking in the Night, or uſed any other reaſonable Care, they could hardly have loſt a whole Fleet of above Twenty Sail.

They obſerv'd alſo, That the Convoy were all come to *Portſmouth* or *Plymouth*, and yet Mr. *Kerr* himſelf had wrote from *Plymouth*, That in caſe of Separation, the Rendezvous was to have been in *Ireland*.

The *Jamaica* Merchants Complain, That they had long lain under great Diſcouragements.

That about *October*, 1705. they applied themſeves to the Prince's Council, Complaining of the many Loſſes their Fleet the preceding Year, which had to a great Degree Diſabled them from ſending another that Year: but that however depending upon the then repeated Aſſurances, that they ſhould have a ſufficient Convoy to depart early, and more particularly, upon an Order ſent from that Board to the *Jamaica* Coffee-houſe, That the Merchants ſhould get their Ships ready to depart by the Twentieth of *January* at furtheſt; They had prevail'd with ſundry Perſons to let their Ships go to *Jamaica*. Accordingly Ships were fitted out with great Expedition, and Men hired at extragavant Wages. But after all thoſe fair Promiſes, their Ships thus fitted lay almoſt Two Months beyond the time prefix'd, for want of a Convoy.

The 21ſt of *March*, the Merchants (as Men in Deſpair) reciting the former Aſſurances given them, Petition'd his Royal Highneſs, that their Ships might depart with the Firſt Squadron, bound out of the *Channel*; adding, That if that Fleet ſhould Miſcarry by their late Going out, and Return, they deſponded of getting Ships to carry on the Trade the ſucceeding Year.

Howbeit that Fleet was detained till the beginning of *May*, and the ill Succeſs too well anſwered the Merchants Apprehenſions, for the greateſt part of the Fleet, being ſeparated from their Convoy in their Return, were loſt.

That by theſe and many other Hardſhips, the *Jamaica* Trade is brought to ſo low a State, that whereas at the Beginning of the War, their Fleets Home have Conſiſted of 30 or 40 Sail, when they were lately inform'd by the Prince's Council, that a ſufficient Convoy ſhould be ready to depart with their Fleet in a proper time, they were obliged to acquaint the Board, that they had now but Two Ships in Loading.

They alſo ſaid, That, without ſome ſpeedy Remedy, they ſhould be quite Diſabled to make any further Efforts to carry on the hopeful Trade begun to the *Spaniſh Weſt-Indies*; upon account whereof more Woollen and other *Engliſh* Manufactures were Shipp'd to *Jamaica* for that Trade, than had been in ſeveral Years before.

In reſpect to the *Virginia* Trade, In *October*, 1705. ſome Ships ſail'd for *Virginia*, under Convoy of the *Woolwich* and *Advice*, who were Order'd to ſtay there till Reinforc'd from *England*; and the Merchants were then promis'd, That the *Greenwich* and the *Hazardous* ſhould ſail with the Firſt fair Wind in *January* following; but thoſe Ships did not ſail till *May*, 1706. This Delay was the Cauſe they did not reach *Virginia* till *Auguſt*; at which time the greateſt part of the Fleet had been 16 Months in their Voyage. By this length of the Voyage their whole Freight was expended in Wages, Victuals, and other incident Charges.

Secondly, The Ships lying there almoſt Two whole Summers, ſeveral of their Bottoms were periſhed by the Worm, which in thoſe Parts always eats in the Summer Months.

Thirdly, To Complete their Misfortune, they were forc'd to make a Winter Paſſage Home, and by the Badneſs of the Weather, *&c.* 16 or more Ships were ſunk or foundred in the Sea, and about 8000 Hogſheads of Tobacco loſt, other Ships with above 2000 Hogſheads of Tobacco more, were taken and carried into *France*, and divers of the Ships were forc'd back to *America*, and ſince Returning without Convoy, are loſt, and not heard of.

The Particulars of thoſe Loſſes are annext to the Depoſitions given in by the Merchants, and thereby it is alledged, That the Publick Revenue has ſuffer'd above One hundred and fifty thouſand Pounds, beſides the very great Loſs to the particular Perſons concern'd.

It having been the laſt Winter Repreſented by the Commiſſioners for Trade, That it was neceſſary a Convoy ſhould go to *Virginia* in the Spring, to fetch the Ships which ſhould be there, and that they ſhould ſtay there 20 Days after their Arrival, to Collect them the better together; a great body of Ships which had taken Stores, &c. for *Lisbon*, upon Her Majeſties Account, were thereby encouraged to go from thence to *Virginia*; and many other Ships went from *London* directly. But moſt of theſe remain'd in *Virginia* in *September* laſt, expecting this Convoy, and will now be oblig'd to come Home without Convoy in the Winter Seaſon: for though the laſt Spring Her Majeſty in Council Order'd a Convoy to be ready in *Auguſt*, to go for *Virginia*, yet they ſtill remain at *Portſmouth*. By this the *Virginia* Ships will be forc'd to lie all Summer in *Virginia*, and come Home again in the Winter, and thereby not only the Merchants Loſſes and Damages will be very great, and the Revenue ſuffer much, but there is aboard this Fleet far greater Quantities of the Woollen Manufacture, for the Winter Clothing of that Country, than has been uſually ſent to thoſe Parts, which now cannot arrive till the Winter be over, and the Market paſt; And Neceſſity will Juſtifie thoſe People for undertaking our Manufactures, which many of them have already fallen into: The ill Conſequences of which the Merchants ſubmitted to the Conſideration of their Lordſhips.

They alſo ſaid, That for ſome Years paſt there had been no Frigat appointed to take Care of the *Virginia* Coaſt, for want of which, many Ships had been taken, going in, and coming out by the *French* Privateers.

Theſe Merchants prayed their Lordſhips to uſe ſome Means, That the Coaſts of *Virginia* may be guarded, Proper Convoys appointed, and the Merchants have due Notice thereof, and that then they might neither be Delayed nor Diverted, and that the Admiral's Protection might ſtand good, till the Ships were arriv'd in the Proper Ports of Diſcharge.

A Fourth Head of the Merchants Complaints was, The great Want of Cruisers in the *Channel* and *Soundings*.

Mr. *John Wood* inform'd their Lordships, That in the space of 16 Months last past, he had been concerned as Owner and Freighter of several Ships that loaded Corn in the Port of *Shoreham* in *Sussex* for *Holland* and *Lisbon*.

That in *September*, 1706. he loaded several hundred Quarters of Wheat on Board the *Union* Frigat, being first bound to *Portsmouth*, and thence with Convoy for *Lisbon*.

The *Union* Frigat was ready to sail for *Portsmouth* in *October*, 1706. but the Coast was so infested by Privateers, that she could not without apparent Danger proceed to *Portsmouth*, though only 8 or 10 Leagues distant: Thereupon he and other Owners in like Circumstances, made frequent Application to the Prince's Council for a Man of War to Convoy those Ships, but they from time to time delayed to Order any Ship to call at *Shoreham*. He said, That upon one Application the Prince's Council told them, That they had only some third Rate Men of War too large to lye on that Coast, except a Frigat of about 26 Guns, which Admiral *Mitchel* said they might have, but Admiral *Churchill* said, If she was sent, she would certainly be Taken. At last Mr. *Wood* despairing of Assistance, after having waited six Months (the Ship lying at great Charges, and having on Board a perishing Commodity) notwithstanding the Apparent Hazard, directed the Ship should sail for *Portsmouth*, but they were soon Chased by three Privateers, and thereupon got under the Guns of *Bright Helmston*, but found little Protection there, the Guns being not in Order, and no Powder to Charge them: But Night coming on, and the Weather bad, and the Privateers standing off to Sea, the *Union* Frigat, by the favour of the Night, weighed and stood for the *Downs*, and by the Dawning of the Day was got up with *Beachy Head*, but there fell in with several Privateers, who Chased her under the Guns of *Hastings*, where then lay a Tender to a Man of War, with about 100 Impressed Men, which durst not stir out either for the *Downs* or *Portsmouth*, for fear of the *French* Privateers, very numerous on the Coast, and almost constantly Cruising between *Beachy Head* and *Shoreham*, without Interruption from our Men of War.

Some days after a Convoy coming from the Westward with some Ships, the *Union* Frigat joyned them, and got into the *Downs*.

The same Mr. *Wood* in the Months of *April*, *May* and *June* last, was concerned in several other Ships freighted with Corn in the same Port of *Shoreham* for *Lisbon* and *Holland*, but then also he did not dare suffer his Ships to stir out, the Coast continuing still infested with *French* Privateers. There was also at that time in the same Harbour a Vessel laden with Timber for the Use of the Navy, which was said to have lain there 12 or 13 Months for want of Convoy to *Portsmouth*. At last upon frequent Applications to the Prince's Council, a Convoy was sent, and the Ships went out, but soon after they had joyn'd, the Convoy run away, and left the Ships, upon a Report that the *Dunkirk* Squadron was upon the Coast, and the Ships were pursued by Privateers, and with great Difficulty got to *Portsmouth*.

The Privateers continuing to infest the Coast as much as ever, Mr. *Wood* refused to be further concerned from the Port of *Shoreham*, and has not heard of any Corn Exported since that time from that Harbour, which is a great Impoverishment to the Country thereabout, the price of Corn being there 20 or 25 *per Cent.* cheaper than at other places which lye nearer *Portsmouth*.

Mr. *Thomas Palmer* Deposed, That within Three Years he has lost to the Enemy in the *Channel* and *Soundings*, a large part in three Running Galleys, Outward bound to the *Streights*, and in Six Weeks time has lost as much coming home as would have paid Her Majesty some Thousand Pounds Custom.

The *Pilgrim* Galley laden with Fish was taken in the *Soundings* by three large Privateers.

The *Providence* Galley laden with our Manufactory, and some Fish, Lead, and Tin, bound to the *Streights*, worth near Ten thousand pounds, was taken off of *Dungeness* some few hours Sail from the *Downs*, by 3 or 4 large *Dunkirkers*.

The *Mead* Galley, and *Fly* Galley, going out in *March* last in Company of the *London* Galley, they were Chased off of *Beachy-Head*, by three Privateers, who took the two first, the *London* narrowly escaping, as he was inform'd from *Plymouth* by the Master: who inform'd him in the same Letter, That a Neutral Ship put in there, had been Boarded above a Dozen times in one Day by *French* Privateers.

The 13th of the same *March*, several Merchants made a Remonstrance of their Losses to the Prince's Council, who told them, They were not to expect Convoy for their Running Galleys: They replied, They did not, but desired Cruisers might be appointed for the *Channel* and *Soundings*, the Running Galleys being now the Vessels, which chiefly carried on Trade; and that if some better care were not taken, even the Men of War would be in Danger in the *Channel*. The Merchants were directed to leave their Remonstrance, that it might be look'd into at a full Board, but it had no effect: The same Vessel, the *London*, going out in Company of the *Handisside* and *Fleet* Galley, the *London* was Taken, and the *Handisside* Blown up in a Fight off of the *Lizard*, and the *Fleet* Galley only Escap'd.

The *Antelope* Galley laden with Lead, Tar and Stockfish for the *Streights*, was Chased off of *Beachy-Head* by the *Lyme* and *Gosport* Men of War under *Dutch* Colours; the Master taking them to be Enemies, made the best of his way for *Hastings*; then the Men of War hoisted *English* Colours, but the Master not trusting to Colours, unfortunately ran the Galley ashore: This accident cost above 100*l.* to get her into *Rye*, and about twice as much since upon the Account of loss of time, she being detained there by the Swarms of Privateers, as appears by several of the Masters Letters of the Dates following.

The 15th of *October* there were two Privateers and a Snow off that Harbour.

The 17th two Privateers off that Harbour.

The 22d two Ships of 30 Guns within three Miles of the Harbour.

The 24th four *French* Men of War at Anchor within sight of the Town.

The 28th a Fleet paſs'd by, with which the Maſter would have join'd, but could not, becauſe there lay three *French* Privateers between them and him, and ſeven more in ſight.

The 30th a *Dutch* Dogger was Chas'd in there by ſeven Privateers.

The 5th of *November*, a Sloop came into that Harbour, which had been taken, and Ranſom'd coming from *Lisbon*, and afterwards Boarded and Plunder'd by ſeveral *French* Privateers in the *Channel*. The Maſter of the Sloop gave an Account that three Privateers were lying off the *Iſle of Wight*, three off of *Beachy*, and five or ſix others off of *Rye*.

The 8th of *November*, ſix Sail of *French* Ships, and a Sloop, lay in ſight of *Rye*, and the Sloop was come within a Mile of the Harbour, right in the *Channel*.

The 15th a Gentleman that Rode along the Coaſt, ſaw *Fourbin*'s Squadron, and ſeveral Privateers cruiſing off of *Beachy*.

The 17th another Maſter ſaw eight Sail of *French* Ships off the *Downs*, who were ſending their Scouts very frequently to obſerve what was a doing.

The Merchants deſir'd to ſubmit it to the Conſideration of the Houſe, if there be a poſſibility of carrying on Trade under ſuch difficult Circumſtances.

Captain *Winter* came in the *King William* Galley, the 14th of *March* laſt, from *Gibraltar*, in Company of the *Pearl*, the *Hannover*, and the *Lodington* Galleys, and at the *Streights* Mouth they join'd the *Sea-Horſe* and the *Sunderland*.

The 31th of *March* they were purſued by four Sail, but eſcap'd them by Tacking in the Night.

Upon the 9th of of *April* they had ſight of *Beachy-Head*, and ſoon after five Sail of Privateers, Lying under the Land, bore down upon them, who all made the beſt of their way; but the *Lodington* and *Sunderland* were taken, and the *Hannover*. and *King William*, were Purſued within two Leagues of *Dover Caſtle*, and the Privateers would have follow'd them into the Road. had they not ſeen a great Ship ahead of them, ſtanding in for that Place. And though the Enemies Cruiſe in ſuch great Numbers, that it was very hard for any *Engliſh* Ships bound Homewards to Eſcape, yet Captain *Winter* ſaid, he did not ſee one *Engliſh* Cruiſer throughout his whole Voyage.

Mr. *William Wood*, in order to ſatisfie their Lordſhips that few or no Cruiſers have been Employ'd, gave an Account of many Ships taken, and Attack'd at ſundry times, ſome within a few hours Sail of the River of *Thames*, viz.

Off *Beachy*, or *Dungeneſs*, in *December* 1706.

Dove Galley, *Phenix*, *Mary* Galley, *Betty* Galley, } taken in Company of the { *Pearl* Galley, *Lewis*, *Greyhound*, } which Eſcap'd.

Off *Plymouth* in *December* or *January*.

Volant, *Hurdis*, *George*, *Berkley* Galley, } taken together. { *Tuſcan*, and *Page*, } Eſcap'd.

Off *Dungeneſs* in *January*.

Trumball Galley taken with 15000 pieces of Eight on Board.

Off *Dungeneſs* in *March*.

Mead Galley, *Fly* Galley, } taken { The *London* at that time Eſcap'd.

Off *Beachy-Head* in *March*.

Ann Galley, *Eagle*, } taken. { *Phenix*, *Mary*, *Neptune*, *Hooker*, } Eſcap'd.

In *April* 1707.

Sunderland, *Lodington*, } taken in Company of the { *Sea-Horſe*, *Pearl* Galley, *Hannover*, *King William*, } which Eſcap'd.

In the Year 1704. few or no Ships arrived ſafe for want of proper Cruiſers. The *Jamaica* Traders loſt 14 Ships in the *Soundings* and *Channel*.

Sir *George Bing*, and Admiral *Jennings*, in *January*, 170⅘, 5. were at Sea Cruiſing till the *October* following, during which time the *Engliſh* Ships were Protected, and 20 Sail of the Enemies Privateers and Merchant Ships were taken, but from that time till *October* or *November*, 1706. very few Ships were Cruiſing. Then

Then Sir *Thomas Hardy* ſailed with five Men of War, which all return'd in five or ſix Weeks; and ſoon after Sail'd for *Ireland*, and return'd to the *Downs* in *February* or *March*, ſince which time the Merchants have had no knowledge of any Ships Cruiſing till *September*, 1707.

Mr. *Wood* told their Lordſhips, That the Account he gave was the beſt he was able to procure of the Number of Cruiſers employ'd, and the time they have been in Service ſince *October*, 1705.

Thomas Pipon, Commander of the *Elizabeth* Galley, ſaid, That being bound for *London* from *Faro*, he had ſight of *Beachy* the 22d of *November* laſt, there he ſpied three Sail to the Eaſtward of him, and ſtood from them, but ſoon after ſeeing three more near his Wake, and having tried their Sailing, and finding he could by no means Eſcape, he being ſo Encompaſs'd, he ran his Ship on Shore at *Eaſt-Bourn* on the Coaſt of *Suſſex*, in hopes of ſome Aſſiſtance; but two of the Privateers came and Anchor'd within Piſtol-Shot of the Ship, and by firing forced the Ships Company to get on Shoar after the beſt Defence they could make, having firſt endeavour'd to diſable the Ship, and put Fire to ſome of the Sails; but the Enemy was ſo near, that they ſoon extinguiſh'd the Fire, and by the help of the Riſing Water got off the *Elizabeth* Galley, and carried her away.

Mr. *Pipon* ſaid, That while he ſtayed at *Eaſt Bourn*, which was Two Days, he ſaw Six or Seven Privateers Cruſing off and on, ſeveral very near the Shore; and was inform'd by the People of the Place, that for Four or Five Weeks paſt, they had ſeen *French* Privateers almoſt every Day, ſometimes to the Number of 16, but moſtly 8 or 10 of them, and ſome of good Froce.

He ſaid, By reaſon of their great Numbers, and Cruiſing in the Narrow of the *Channel*, it is very difficult for any Ships to avoid falling into their Hands, eſpecially ſince there are no good Harbours or Forts to ſuccour them nigh that Place; and the Enemies Harbours of *Dunkirk* and *Calais* are ſo near, and ſo few *Engliſh* Cruiſers in the *Channel* to intercept the ſaid Privateers, and their Prizes, which makes the Ships Companies to be altogether for Running on Shore to ſave their Liberties.

Captain *George Guillaume* told their Lordſhips, That in his laſt Voyage from St. *Ubes* to *London* in the Ketch *Concord*, on *Sunday* the 16th of *November* laſt, he was forc'd by contrary Winds into *Falmouth* Harbour; the next Day he ſaw Three *French* Privateers take a *Dutch* Ship within Three Miles of *Pendennis* Caſtle.

On *Thurſday* he left *Falmouth*, and on *Friday* he ſaw Two Veſſels, which Chas'd him into *Freſh-Water-Bay* in the *Iſle of Wight*; but Night coming on, and the Weather very black, he Eſcap'd betwixt the Land and the Ships.

On *Saturday* the 22d he made *Beachey-head*, and aſſoon as it was Day ſaw a *French* Privateer under his Lee, and ſoon after ſaw Two at his Stern, and Three more at his Lee, and ſoon after ſaw Two at his Stern, and Three more at his Lee, and Two more abreaſt of him, which made him reſolve to Run his Veſſel on Shore, being very near Land.

Upon this the Privateers put up *Engliſh* Colours, which made him forbear for ſome time to Run his Ship aſhore, but One of them putting all his Sails out, and coming upon him, he Grounded his Veſſel, and Diſabled her all he could, that they might not carry her off, and then went aſhore at a Place called *Pevenſey*, and went to the Town, and got ſome Aſſiſtance.

The Privateer came to an Anchor, and Fired upon them, and the Shot went above half a Mile into the Country. He ſaid, If they had had any great Guns, they might have ſaved their Veſſel, for it was above five Hours before the Privateer had her afloat.

The two following Days (which was the time he ſtayed there) he ſaw from the Shore ſix Privateers.

He Affirm'd, That in his whole Paſſage he did not ſee any *Engliſh* Men of War.

The Merchants gave an Account of the vaſt Advantage of the *Mediterranean* Trade, which for a conſiderable time had been carried on with great Succeſs by Nimble Galleys, without putting the Government to the Charge of Convoys.

Mr. *Gould* inform'd, That beſide the *Turkey* Trade, and Trade from ſeveral other Places in the *Mediterranean*, the Cuſtoms of *Leghorn*, *Venice* and *Genoa*, did amount to about 300000 *l.* Sterling *per Annum*; and an Account was alſo given in by him in particular of the very great Annual Exports to *Leghorn* alone, conſiſting of our Manufactuaes, Goods of our Native Growth, and other Merchandizes, which Trade had continued for many Years, while our *Channel* was better guarded; but of late it is in a manner quite Interrupted for want of Cruiſers in the *Channel* and *Soundings*, and many Rich Ships taken there. He mention'd in particular the *Mazareen* Galley from *Turkey*, worth above 80000 *l.* taken in the *Soundings*; the *Mediterranean* Galley from *Zant*, taken off *Beachy-Head*; The St. *George* Galley, taken in the *Channel*; The *Royal Anne* Galley, taken in the *Channel*, where ſhe had made Boards for about 15 Days together, without ſeeing any one Cruiſer to help her; The *Trumball* Galley rich in Money, Taken near the *Downs*. — He ſaid, He declined Naming more, though he could mention ſeveral others, the rather becauſe ſome of them are Included in the great Liſt of Merchants Loſſes given in to their Lordſhips, conſiſting of near 1160 Ships: But in order to ſhow the difference when any Care was taken for Cruiſers, he produced a Liſt to their Lordſhips of 91 Sail of Galleys bound from *Leghorn*, which Arriv'd ſafe without Convoys, from *September*, 1703. to *October*, 1704. whilſt there were ſome Cruiſers imployed.

He ſaid, That Foreigners did reproach our Nation for their great Neglect of the Merchants Ships; and to this purpoſe he produced Two Letters from his Correſpondents at *Leghorn*, one Dated the 12th of *September*, in which, after taking Notice of the Loſs of the *Ruſſia* Ships, it follows, *Seeing the Enemy fall in with ſo many of our Convoys, we begin to ſuſpect there may be ſome Traytors among us.* And in another Letter, in which (amongſt other Things) it is ſaid, *They had receiv'd a Lamentable Account of the* Lisbon *Horſe-Convoy; by which they obſerv'd, there had been ſtrange Management in our Maritim Affairs, ſeeing we can ſuffer ſo much ſo near Home.*

He alſo produced another Letter from *Plymouth*, Dated the 18th, of *November* laſt, wherein it was ſaid,

That

that the French *Priuateers are so bold as to Cruise in our very Mouth: About Four Days since Two of them Chas'd* Dutch *Man from* Mounts-Bay *into our very Harbour within* Pentee, *where there was a sharp Dispute and some Score of Guns fired: There was at that time, between the Island and Main, the Three* Welch *Convoys, but neither of them stir'd, having no Orders; however the* Dutch *Man saved his Ship: But this is enough, and too much on so Melancholy a subject.*

Mr. *William Coward* said, He believed that the List of Eleven hundred and odd Sail of Merchant Ships lost, given in to their Lordships, was very far short of the whole Number.

As to the 5th Head of the Merchants Complaints concerning their hard Usage, in having their Men Impress'd out of their Ships in the *West-Indies*, as also upon their Return Home, by the Captains of the Queen's Ships, to the very great Loss and Danger of their Ships and Merchandize, several Instances were laid before their Lordships.

The *Gould* Frigat, *Josiah Dowell* Master, arriv'd in *Jamaica* in *September*, 1703. and whilst he went to wait on the Governor, Captain *Douglas* of the *Norwich* Impress'd Five of his best Seamen: The Master waited on the Captain, and shewed him his Protection; but *Douglass* told the Master, He had 25 Seamen, and his Orders from the Admiralty were to Press every Fifth Man: And though the Master acquainted him, That some of his Men were sick, and that he really wanted Men to Sail his Ship Home, yet he could only prevail but for One Seamen; the Captain telling him, If he would, he could take away all his Men, and threatened to stop his Ship unless he would pay him the Wages of the Seamen he had so Impress'd.

Upon *Dowell's* Arrival at *Plymouth*, his Seamen were again Impress'd.

This Impressing of the Seamen, and the extraordinary Charges occasion'd thereby, and the Delays of the Ship, amounted to near 1000 *l.* Loss to the Owner and Merchants in that Voyage.

In a second Voyage to *Jamaica* in *November*, 1705. by the same Ship, *Daniel Bright* Master several of his Men were Impress'd, and the Master forc'd to Hire others at an extravagant Rate, and to take *French* Prisoners on Board to help to Sail his Ship Home: And upon his Arrival at *Plymouth*, the 5th of *April*, 1706. all his Men, except his two Mates, the Carpenter, Steward, and two Boys, were Impress'd and Taken from him by one *Saunders*, a Midshipman belonging to the *Orford*, and other Press-Gangs, so that his Ship lay in Danger; and he could not have brought her to *London*, but by the help of a *Dutch* Man of War, who furnish'd him with Ten Men, after he was refused by all the Queen's Men of War, to whom he applied in every Place where he came, though in vain.

In *July*, 1704. the *Roundbrust* Galley, *John Sampson* Master, arriv'd in *Jamaica*, where Captain *Bois*, in the *Nonsuch* Man of War, press'd Five of his Seamen; whereby he was disabled (though fully Loaden) to Sail in Company of a Ship of good force, which then Sail'd for *London*; and with great Difficulty, and after long Delay, (with much Damage and Danger to the Ship in the mean time) the Master got Four more, Two of his own Five before Press'd from him, for which Two he was forc'd to give to Captain *Bois* a Pipe of Wine, Charg'd at 25 *l.* But the Ship proving Leaky by long Lying, was lost in her Passage Home in the Gulph of *Florida*, which Loss in the Ship and Goods was computed to amount to 2500 *l.* to the Owner Mr. *Coward*, besides the Losses of several other Merchants.

The *Somerset* Frigat, *John Wickstead* Master, arriv'd at *Barbadoes* in *April* or *May* 1705. where several of his Men were Impress'd, and returning to *Plymouth* the Ninth of *August* 1705. Captain *Johnson* of the *Valeur* Man of War, Impress'd Five of his best Seamen; and the next Night in a violent Storm the Ship and Cargo was lost; which Loss in Ship and Goods was computed at 2000 *l.* to the Owner, Mr. *Coward*, besides the Losses of other Merchants.

The *Walthamstow* Galley, *Peter Roberts* Master, arriving from *Barbadoes* about the same time, tho' he had several of his Men Impress'd at *Barbadoes*, and only Nine Men and Two Boys left, with himself on board; Yet Captain *Roach* of the *Fox* Impress'd Three of his best Men, his Boatswain being one, altho' the Master told him how weak he was, and that he had but One Anchor on Board: Captain *Roach* said to him, If he was Lawcy he would take him with all his Ships Company aboard, and Whip the Master at the Geers. Captain *Roach* sent him Three *Italians* who could speak no *English*, and they the next Night in the Storm, Run away with the Ships Boat, which was Stav'd, and the Ship ran on Shore, and so continued about 13 Days to her Damage of 4 or 500 *l.* besides the great Prejudice to the Merchants Goods; upon which Account the Master protested at *Plymouth*, and the Protestation was delivered to their Lordships, and is laid before the House.

Their Lordships do likewise acquaint the House, That there has been offer'd to them an Information of Mr. *Benjamin Way*, in which he represents, in behalf of himself and other Owners and Freighters of the *London* Galley, That the said Galley Sail'd from *Jamaica* the latter end of *February* last, bound for *London*, under Convoy of Her Majesties Ship *Northumberland*, Captain *Roffey* Commander, with whom they kept Company till the Seventh of *March*. But there having been Seven Men Impress'd from her, before she left *Jamaica*, and being forc'd to take *French* Prisoners on Board, and to Hire what other Men she could at Excessive Wages, to help to Sail the Galley home, and Crowding all the Sail they could to avoid being left by the Convoy, the Galley suffer'd such Damage in her Masts as Disabled her to keep Company, and being weakly Mann'd, and in great Distress, they Fired Guns, and made Signals, but being left by their Convoy, the Ship and Cargo Perilled, to the Loss of many thousand Pounds.

The Merchants made the following Observations to their Lordships from the Evidence given before them, That the Prince's Council were fully inform'd of the great Number of the Enemies Privateers; That the Nation had lost the Exportation of Corn for the King of *Portugal's* Stores by the Delays of the Convoys; And the *Portuguse* Army is now furnish'd by the *Dutch* with Corn, from the *Baltick*; And the Advantage design'd by

Act

Act of Parliament to the Land-Owner, by giving a Bounty of Five shillings the Quarter upon Exportation, in a manner Disappointed, especially since for want of Cruisers, the Running Galleys are almost wholly Discourag'd.

That the Prince's Council were so sensible of the Swarming of Privateers on the Coasts, that they declined sending One of Her Majesties Ships of 26 Guns, lest she should be taken.

And that from *Tuesday* the 24th of *April*, 1707. when Mr. *Dawson* was told by the Prince's Council, That they had Notice the *Dunkirk* Squadron was gone Westward, to *Thursday* the First of *May*, when the *Hampton Court*, *Royal-Oak*, and *Grafton*, with the Merchant Ships under their Convoy, Sail'd out of the *Downs*, there was time enough to have sent Orders not only by Express, but by the Ordinary Post, to have stopp'd the Sailing of that Convoy.

The Lords Committees do also herewith Present to the House the great List of Ships lost, which the Merchants did lay before them, consisting of 1146.

The Lords Committees do also beg leave to Inform Your Lordships, That the Method used by them in taking the Examinations of the several Merchants was, That after they had Signed their several Depositions, their Lordships requir'd them to Depose, That all that was contain'd in their Papers respectively, which was laid to be of their own Knowledge, was true, and what was mention'd therein, as Heard by them, or Received in Writing from any other Person, they believ'd to be true.

After this Report had been made and agreed to, the House was moved that it might be Transmitted to the Lord High Admiral, which was readily Assented to, and the same was Transmitted accordingly, together with all the Depositions relating thereto.

On the 9th of *January* last, a Paper was laid before the House, which purported to be the Lord High Admiral's Answer, *viz.*

Admiralty,
8 *Jan.* 1707-8.

The Lord High Admiral's Answer to the Report made to the House of Peers, from the Lords Committees Appointed to Consider of the Petition of several Merchants and others, Traders of the City of *London*.

THE Lords Spiritual and Temporal in Parliament Assembled, having by their Order, bearing Date the 17th Day of *December* last, directed, That a Copy of the Report should be sent to the Lord High Admiral, which was made to them on the same Day, from the Lords Committees appointed to Consider of the Petition of several Merchants, on behalf of themselves and others, Traders of the City of *London*, and of the Depositions to which the said Report doth refer; And the said Merchants having Represented in their Petition, That they have of late Years sustained great Losses by the Insufficiency, by the Delays, and by the Unseasonable Sailing of Convoys, and the want of Cruisers; His Royal Highness has thought it necessary, That this General Complaint, as well as the several Particulars contained in the aforementioned Report, should receive such Answers as may set the whole Matter in a much truer Light than their Lordships can possibly have by those Papers only, from which the Report hath been Collected: and therefore it is desired that their Lordships will be Referr'd to the following Particulars.

1. As to the Insufficiency of Convoys.

The Lord High Admiral does not observe any Instances given, where the Trades that usually proceed with Convoys have ever wanted a reasonable and sufficient Strength for their Security; and even the last Year, the Stated Convoys have been much stronger than formerly. The Misfortunes of several Convoys being Attackt by a Superior Force, were no ways to have been prevented but by whole Squadrons: But it is to be observed, That all the Instances mention'd in their Lordships Report, happened in the latter Years of this present War. In the Two first Years of Her Majesties Reign, there were not many Ships Imploy'd either in or towards the *Mediterranean*, and even those not long absent from our own Coasts; so that there were undoubtedly many more Ships, and those very proper too to be Imploy'd in the Defence of the Trade of the Nation, with respect not only to Convoys, but Cruisers: Whereas in the latter Years of Her Majesties Reign, the Publick Service hath Requir'd the Imploying great Part of our Fleet Abroad in the *Mediterranean*; and although several Ships have Return'd from thence to *England* in the latter end of those Years, yet they have not been fit for any Service, until the time appointed wherein it was necessary they should be sent Abroad again; for they were such as were the least able to continue out, and consequently wanted the greatest Repairs.

2. As to the Merchants waiting long for Convoys after the time promis'd and fix'd for their Sailing.

The many Constant as well as Accidental Services which have absolutely Requir'd the Use of the Queen's Ships, have often left but very little Choice of Ships for Foreign Convoys: But when Applications have been made by the Merchants, the proper Convoys have been always Appointed and Ordered to be got in Readiness by the time desir'd, and not afterwards diverted to other Uses; yet it hath sometimes happen'd, upon their coming into the Dock, that they have been found, by a long and constant Use, in a much worse Condition than

was hoped and expected. The Neceſſity of Fitting Ships at different Ports for the ſame Convoy, and contrary Winds, have often prevented their joining at the Rendezvous, and ſometimes the want of Men, and neceſſity of Removing them from Ship to Ship, and the conſtant Care to Pay the Men ſo Remov'd before they ſailed, may have occaſion'd the Delays complain'd of; yet upon a ſtrict Enquiry it will appear, That the Delays are as often to be imputed to the Traders, who are ſeldom ready to ſail altogether at the ſame time, and that the Queen's Ships have as often ſtaid for the Merchants as they for their Convoys; as their Lordſhips may obſerve from One Inſtance in the Paper herewith Tranſmitted to them, mark'd *A*.

3. As to the want of ſufficient Cruiſers in the *Soundings* and *Channel*.

There hath every Year been a Proviſion made for Cruiſers in the *Soundings*, *Channel*, and *North-Seas*, and never leſs than Twelve for the *North-Seas*, and Fifteen for the *Soundings*, which were as many as other neceſſary and preſſing Services would poſſibly admit of; But they have been very frequently diverted from the Service of Cruiſing, upon the Applications of the Merchants themſelves, either for the Convoying up the *Channel* their Homeward-Bound Ships, or the fetching them from *Ireland*, or other Parts, and in Convoying the Trades to *Archangel*, the *Baltick*, *Holland*, &c. And there hath been a neceſſity to Comply with this, becauſe thoſe Services could not poſſibly be otherwiſe accommodated, unleſs ſome of the few Ships had been taken off, which were on various Stations placed on the Coaſt, to Secure the Trade from one Port to another.

4. As to the Complaint of the Arbitrary Proceedings of the Captains of Her Majeſties Ships in Impreſſing Seamen from Merchant Ships in the *Weſt-Indies*, and at their Return into the Ports of *Great-Britain*.

If this hath been done, it is contrary to the conſtant and direct Orders given to the ſaid Captains, by which they are requir'd not to Impreſs any Men from Merchant Ships in the Plantations, without applying to, and receiving the Conſent of the reſpective Governors; and then never above One out of Five, which is more than have ever been exacted from them during this War. And if for the better Manning Her Majeſties Fleet any Men are taken from Merchant Ships, when they arrive here, the Captains of Her Majeſties Ships ſtrictly requir'd to ſupply as many good Men in in their Room to bring them unto the Ports whereto they are deſign'd, and to ſend a Careful Officer with them; and when ſuch Men have performed thoſe Services, they are allow'd the uſual Conduct Money to Enable them to Repair to their proper Ships again. But if this ſhould be true, it muſt needs ſeem hard to their Lordſhips that the Merchants do impute to the Lord High Admiral the Miſcarriages of his Officers, which have never been Complain'd of to him without a proper Redreſs.

5. As to the *Goſport's* being taken in her Paſſage to the *Weſt-Indies* in *June*, 1706. with ſeveral of her Convoys.

This was an Accident that could neither be foreſeen or prevented; and theſe Ships being taken almoſt Three Hundred Miles in the Sea, on which occaſion, as the Queen's Officers did all that was poſſible in the Defence of the Merchant Ships, ſo it is hoped that their Lordſhips Juſtice and Wiſdom will not make ſuch Misfortunes Criminal. And as for the Particulars of that Action, they are contain'd mark'd in the Paper *B*.

6. Another Complaint is, That the *Liſbon* Fleet, under Convoy of the *Warſpight* and *Swiftſure*, was Attack'd in *March*, 1706-7. and 14 Merchants Ships taken in the *Soundings*.

This Convoy had the Misfortune to fall in with 17 Ships of the Enemies, which were going directly from *Breſt* to the *Weſt-Indies*, and by the greateſt Chance imaginable met them in their Paſſage; the Particulars whereof are in the Paper mark'd *C*.

7. It is further Alledged, That the *Newfoundland* Fleet was Attackt in *April*, under Convoy of the *Folkland* and *Midway* Prize.

Thoſe Two Ships did in their Paſſage out of the *Channel*, meet with Eight Sail of the Enemies Privateers from 30 to 20 Guns, with which they Engag'd, but carried all their Convoys ſafe to *Newfoundland*, except Two that made ſail from them, and by that means fell into the Enemies Hands.

8. It is Alledged, That a Coaſting-Convoy was Attackt, in *April* off the *Lands-End*.

This may be true, though this is the firſt Advice of it.

9. Another Complaint there is, That the *Hampton-Court*, *Royal-Oak*, and *Grafton*, ſailing from the *Downs* the Firſt of *May* laſt, were the next Day Attackt, and the *Hampton-Court* and *Grafton*, and about Twenty Merchant Ships taken by the *Dunkirk* Squadron.

It is true, thoſe Ships were attackt, as is alledg'd; But there was not any notice at that time of the *Dunkirk* Squadron, otherwiſe than that they were in *Flemiſh-Road*, notwithſtanding what is Sworn by Mr. *Dawſon*, That he was told at the Admiralty-Office the ſaid Squadron was gone Weſtward; for upon the ſtricteſt Examination of all the Advices, and of the Minutes of the Office of that very Day, there does not appear any Notice of the Enemies Ships being ſail'd to the Weſt: Wherefore thoſe Three Ships, which were One of 76 Guns, and the other Two of 70 Guns each, were judged a ſufficient Convoy between the *Downs* and *Spithead*, nor were then any Ships within reach to have ſtrengthned them.

10. It is alſo alledg'd, That the *Ruſſia* Ships Outward-bound the laſt Year, were Attack'd by the Enemy, and Sixteen of the Merchant Ships Taken.

As to this Matter, their Lordſhips are deſired to be referr'd to a Paper mark'd *D*. by which their Lordſhips will find a particular Account of that whole Affair, from the time that the Merchants did firſt apply for the Convoy; and that Sir *William Whetſtone*, with the Squadron under his Command, did Conduct them into the Latitude of 63 Degrees, and that then leaving them to their proper Convoy, none of the Merchant Ships did fall into the Enemies hands, but thoſe whole Maſters did actually leave the ſaid Convoy, and that not till they were in the Latitude of 70 Degrees, about Three Weeks after Sir *William Whetſtone* parted with them.

11. Complaint is also made, That the Convoy was Attack'd the 10th of *October* last, which Conducting the Ships with Horses for the King of *Portugal*, and the Trade to *Lisbon*.

This Convoy was Her Majesties Ships the *Cumberland*, *Devonshire*, *Royal Oak*, *Ruby* and *Chester*, which were Two of 80 Guns, One of 76, and Two of 50 Guns each, which were thought to be a sufficient Convoy to *Lisbon* in the Opinion of the Merchants, till the Misfortune happened by the Accidental Junction of Two *French* Squadrons: But on this Occasion the Queen's Ships behav'd themselves so well, that very few of the Merchant Ships were Taken, and their Lordships will find a particular Account of this Affair in the Paper mark'd *E*.

12. The Merchants also complain, That they waited long for Convoys, and of the Prejudice they receiv'd when they return'd from Foreign Parts for want of Convoys to the River *Thames*.

This Head being General, their Lordships are desir'd to be refer'd to what hath been already said on this subject in the beginning of this Paper.

13. They further alledge, That they had Orders in *July*, 1704. to buy great Quantities of Corn for the King of *Portugal*'s Use, and that in *July* and *August* they did the same; but that notwithstanding their frequent Applications, they could not obtain Convoy till the 6th of *February* following.

This seems to be somewhat extraordinary; for they say, Their Ships were ready to Sail in *July* and *August*; whereas in the latter of those Two Months, there were Orders given to Her Majesties Ships the *Pembroke*, *Canterbury*, *Greenwich* and *Gloucester*, to convoy the Trade to *Lisbon*, and on the 6th of *September* Sir *William Whetstone* was ordered, with the Squadron under his Command, to see them 100 Leagues South South West from *Scilly*, which he did; and why the Ships that were ready in *July* and *August* (as is alledged) did not proceed with this Convoy, their Masters, or the Owners of them, or both, can give the best Account: Besides, there were several Ships of the *States General*, which call'd at *Spithead* in their way to *Lisbon* and (as it had been Concerted at the *Hague*) took our Merchant Ships under their Convoy. And here it may be observed, That although it hath been found impossible to furnish Convoys for the Trade to *Portugal* at the immediate times the Merchants have applied for the same; yet there hath been 29 Convoys between *England* and that Kingdom, from the Month of *April*, 1703. to *October* last, and some of those Convoys no less than a great Part of the Fleet, and at other times considerable Squadrons; and particularly in the Year 1706. there were Five Convoys sent from hence to *Portugal* within Six Months, whereas the *Dutch* have seldom sent above One Convoy in any One Year, which makes it very Improbable that the King of *Portugal*'s Magazines, and Armies have been furnished with Corn from the *Baltick*.

14. They further Complain, That the Grand Fleet Sailed the 10th Day of *August* from *Portsmouth*, and did not take any Merchant Ships under their Convoy.

This was the Year 1706, when the Admiral of the Fleet had Instructions to proceed upon Services, not fit to be made Publick, which did consequently render it Impracticable for him to take Merchants Ships in his Company.

15. Another Objection they make, That there was an Embargo laid on their Trade and Convoys.

It is presumed that by the Word *Embargo* they mean that there was some little Stop put to their Proceedings, until there could be a more certain Account of the Intelligence receiv'd, that there was a Squadron of the Enemies Ships in the *Soundings*, which prov'd afterwards (as they observ'd) to be *Dutch* Homeward bound Merchant Ships from the *West-Indies*.

It cannot be imagined that this Caution was design'd for their Prejudice, but rather intirely for their Service, as well as for the Safety of Her Majesties Ships: And as they own that the *Norfolk*, *Warspight* and *Exeter* did Sail with their Trade, so do they alledge, that the *Nassau* did not join them for want of necessary Orders, for that the Fleet did not Sail till Three in the Afternoon, and the *Nassau* came to *Spithead* before Night, whereas on the contrary, the *Nassau* passed through the *Downs* the 14th of *October*, 1706, and got as far Westward as *Folkston*, but the Wind coming to the Southwest, and there being a likelihood of Dirty Weather, she bore up for the *Downs* the 16th, from whence she Sail'd the 18th at Six at Night, and Arrived at *Spithead* the 20th, which was Two Days after the Convoy Sail'd; and their Lordships may please to take Notice, That a Dutch Convoy Sail'd the beginning of *January*, 170⅞, in Company of several of Her Majesties Ships; That the 25th of *February*, Captain *Price* Sail'd with Five Ships of War; That the 27th of *March* following, Sir *George Bing* Sail'd thither with a Squadron; That the 18th of *June*, Four other Ships of War Sail'd thither; And that in *July*, the Merchants Petition'd for a Convoy to go in *August*, which was appointed; and the Reason of their being Stopt, and an Account of this whole Affair, their Lordships will be inform'd of by the Paper mark'd *F*.

16. They further declare, That by reason of the Insufficiency of this Convoy, several Merchant Ships were taken out of the Fleet off of *Portland*; and that afterwards, meeting with bad Weather in the *Bay of Biscay*, the *Warspight* and *Exeter* came back disabled; and that the Trade, except a few Ships, proceeded to *Lisbon* with the *Norfolk* only.

The Convoy appointed for the Trade were Three Ships, One of 80, One of 70, and One of 50 Guns; and as this was thought a sufficient Strength, so were there not at that time any more to Reinforce them; Nor could it be foreseen, that Two of the Ships would have been Disabled in the Passage, though Accidents of that kind have, and frequently may happen.

17. Another Subject of their Complaint is, That great Numbers of Merchant Ships were in *Plymouth* Harbour in the Month of *December*, 1706. and detain'd there for want of Convoys to the Trade till the 24th of *April* following, and this notwithstanding several of Her Majesties Ships were

head (which they have enumerated) and that others came from the West, and did not call for them; and they Particularly mention the *Suffolk* and *Briſtol*.

All the Ships which the Merchants ſuppoſe lay Idle at *Portſmouth* during this Time, were under Orders for Particular Services, as their Lordſhips may perceive by the Paper mark'd *G*.

18. Another Complaint is made, That in the Month of *October*, 1706. Mr. *Coward* and Mr. *Jones* let their Ships to the Commiſſioners for Victualling, on Condition that they ſhould go directly to *Jamaica*; whereas they were carried from the *Downs* to *Portſmouth*, thence to *Plymouth*, from that Port to *Ireland*, and then to *Barbadoes* and *Antegoa*.

It is not doubted, but theſe Ships were taken up by the Commiſſioners for Victualling at ſo much a Month Freight; and Her Majeſty finding it neceſſary for Her Service to ſend a Governor to Her Iland of *Barbadoes*, and ſome Forces which were to be Embarked in *Ireland* with Proviſions and other Neceſſaries for the Plantations of *Nevis* and *Antegoa*, there was a neceſſity of theſe Ships accompanying the Convoy which was appointed for that Service, in regard there was not any other which could be got in readineſs for them; and their Owners will be paid for the Time they have been employ'd in the Service of the Publick, according to the Agreement made with them.

19. Mr. *Palmer* Depoſes, That in the Year 1705, a Ship of which he was Part-Owner with ſeveral others, were Convoy'd from the *Downs* to *Portſmouth* by the *Litchfield* Prize, but that for want of Orders ſhe could not ſee them to *Plymouth*, where they might have joyn'd the Fleet with Sir *Cloudeſly Shovel* bound to *Lisbon*.

Their Lorſhips may perceive how much this Perſon hath forgot himſelf and impos'd on them. For the *Litchfield* Prize did not arrive with the Trade at *Spithead* until the Seventh of *June*, and Sir *Cloudeſly Shovel* Sail'd from thence the 23d of *May*, Paſt by *Plimouth* the 25th of the ſaid Month, and was off of *Lisbon* the Ninth of *June*; ſo that the Fleet was actually at *Lisbon* Two Days after the time that this Gentleman ſays the *Litchfield* Prize might have joyn'd them at *Plymouth*.

20. As a further Evidence, the Merchants have produced to their Lordſhips the *Gazette*, of the eighth of *May*, 1707. wherein there is the following Paragraph from *Oſtend*, *viz.* " A Fleet of Merchant " Ships which lay Five Months in the *Downs*, conſiſting of 55 Sail, arrived at *Oſtend* this Evening, " to the great Satisfaction of this Place.

This Advertiſement was very ignorantly and unadviſedly Inſerted in the *Gazette*, the Fact it ſelf being entirely wrong: For Her Majeſty's Ships, the *Lynn* and *Deal-Caſtle*, ſail'd to *Oſtend* the 7th of *February*, and there were then no more than Five Merchant Ships to accompany them; and Sir *Edward Whitaker*, with his Squadron, did the like the 27th of *April* following, and ſaw the Trade into that Port, and brought what was there from thence; but he carried with him not above 15 Ships and Veſſels; and how that number could ſwell to 55 is ſomewhat ſtrange: Beſides it doth not appear, That at any one time, from *December* to the Month of *May*, there were more than Five Merchant Ships in the *Downs* bound to *Oſtend*, and above three fourths of that time not ſo much as one; and yet the Advertiſement in the *Gazette* ſays, That the 55 Ships arrived at *Oſtend* from the *Downs*, and that they had lain there five Months for a Convoy.

21. As to the General Article relating to the untimely and unſeaſonable Proceeding of Convoys, eſpecially to the *Weſt-Indies*, Their Lordſhips are deſired to be referred to what hath been already ſaid at the beginning of this Paper relating to that Matter.

22. The *Virginia* Merchants alledge, That in *October*, 1705, ſome of their Ships Sail'd from hence, under Convoy of the *Woolwich* and *Advice*, which were ordered to ſtay till Reinforced from *England*; and that they were promis'd, the *Greenwich* and *Hazardous* ſhould ſail the firſt fair Wind in *January* following; but that they did not ſail till *May*, which occaſioned their not reaching *Virginia* till *Auguſt*.

The *Greenwich* and *Hazardous* were order'd for this Service the 26th of *February*, 170$\frac{4}{5}$, but could not get clear from *Plymouth* till the 24th of *April*, and on the 27th they were forced by bad Weather into *Falmouth*; but the *Hazardous* ſail'd ſoon after, for the *Greenwich* was diſabled, and forced to come to *Plymouth* to Refit: However, the ſaid Ship *Greenwich* ſail'd from *Plymouth* the 1ſt of *June*, and arriv'd at *Virginia* the 11th of *Auguſt*; and the 17th of *September* came from thence, with the *Hazardous*, *Woolwich* and *Advice*, and 182 Merchant Ships, and arriv'd with them in the *Channel* in *November* following.

23. The ſaid *Virginia* Merchants have further repreſented, That in hopes of Convoys proceeding from hence to *Virginia* the laſt *Spring*, many Ships that carried Stores from hence to *Lisbon*, and others from *London*, proceeded to *Virginia*, but remain'd there till *September* laſt expecting Convoy, and muſt now come home without in the Winter-ſeaſon: And that altho' the laſt *Spring* Her Majeſty in Council order'd a Convoy to be ready in *Auguſt*, yet the ſaid Convoy remains at *Portſmouth*.

The Delays and Misfortunes which have happen'd this Year to the *Virginia* Traders, are in a great meaſure to be attributed to the different Intereſts and Opinions of the Merchants and Planters concern'd in that Trade; to the frequent Weſterly Winds which have hindred their Departure; and to the Delays occaſion'd by ſeveral Merchants Letting their Ships to the *Portugal* Envoy, for Tranſporting Horſes to *Lisbon*; which will be more particularly explained to their Lordſhips by the Paper mark'd *H*.

24. They further declare, That for ſome Years paſt there hath not been a Frigat appointed to take care of the *Virginia* Coaſt; for want of which, many Ships have been taken going in, and coming out.

The Men of War which Convoy the *Virginia* Ships, have uſually Orders to cruiſe between the Capes while the Trade is Loading: The *Strombolo* had thoſe particular Orders; and the *Goſport*, which was

taken in her Paſſage, (and which may occaſion this Complaint) had the ſame; and the *Guardland* is now upon that Service; and the Ships going to *Virginia* have the ſame Directions.

25. Complaint is made by Mr. *John Wood*, of the Difficulties he met with in *September*, 1708, and ſome time after, in getting a Ship of his, call'd the *Union* Frigat, to *Portſmouth*.

This Ship took in her Loading of Corn at *Shoreham*, one of the moſt Difficult Ports along the Coaſt to get out from: But when the Ships of War are Ordered, either Eaſtward from *Portſmouth*, or Weſtward from the *Downs*, they have always Directions to call at the ſeveral Ports in their way; and ſeveral have been unſucceſsfully appointed, to get the Ships and Veſſels out of this Harbour.

26. The ſaid *Wood* does alſo affirm, That in the Months of *April*, *May* and *June* laſt, he had ſeveral Ships freighted with Corn at *Shoreham*, which could not proceed to *Spithead*, by reaſon of the Enemies Privateers: That at laſt there was a Convoy appointed, but ſoon after ran away, and left the Ships, upon a Report that the *Dunkirk* Squadron was upon the Coaſt.

The Convoy here meant was the *Charles* Galley and *Goſport*, though ſeveral others were before appointed to get thoſe Veſſels out of the Harbour: However, the aforeſaid Two Ships did do it about the 19th of *June*, 1707. and being on their way towards *Spithead*, they received an Expreſs from the Mayor of *Haſtings*, with an Account, That there were 18 Sail of *French* Men of War coming from the Eaſtward, with all the Sail they could make; which Advice, although it proved falſe, was not ſafely to be neglected: But ſo far were Her Majeſties Ships from Running from the Trade upon this Intelligence (as is falſely and maliciouſly inſinuated) that they kept them Company, and brought them ſafe to *Spithead*, as the Captain of the *Charles* Galley gave an Account, in his Letter of the 20th of *June*, 1707. and thoſe Ships which occaſion'd the Alarm, were Here Majeſties Ships the *Defiance* and *Advice*, with their Convoys, from the *Downs*.

27. Mr. *Winter* depoſes, That he came from *Gibraltar* the 14th of *March* laſt, in Company of the *Pearl*, *Hannover*, and *Lodington* Galleys, and that off of *Beachy-head* two of them were taken by *French* Privateers.

Theſe Ships were all Runners (or at leaſt called ſo) and had they put into *Portſmouth* until an opportunity of Convoy had preſented, the Perſon who complains of theſe Loſſes, would not have run the hazard he did. Nor can it be thought, that theſe Ships which the Merchants call Galleys can, when they are Laden and Foul, ſail much better than other Ships not under that Denomination; and therefore are conſequently as much ſubject to Misfortunes, by going without Convoy; and it is very reaſonable to believe, That until this Trading by Galleys or Runners grew ſo much in faſhion, the Loſſes were much leſs; and ſo, it is to be hoped, will be again, when the Merchants will learn to alter their way of Trading, as the Enemy hath alter'd their Method of carrying on the War by Sea.

The remaining part of their Lordſhips Report relates chiefly to, (*viz.*)

1. Our Merchant Ships being Chaſed off of *Beachy*, and the Parts thereabouts, by the Enemies Privateers.

2. The Advantages to the *Mediterranean* Trade, by carrying it on with Galleys; but the Hazards they run in their Return home, for want of Cruizers in the *Soundings* and *Channel*.

3. A *French* Privateer her Chaſing a *Dutch* Ship into *Plymouth*, on or about the 14th of *November* laſt, whilſt Three *Welch* Convoys Rid faſt for want of Orders.

4. That the Liſt of 1146 Sail of Merchant Ships loſt, was far ſhort of the real Number.

5. The Inconveniencies by Preſſing Men in the *Weſt-Indies*, and at their Return.

6. The Complaint of Mr. *Benjamin Way*, That the Captain of the *Northumberland* did not take care of his Ship called the *London* Galley, which ſailed from *Jamaica* the latter end of *February* laſt.

As to the 1ſt, 2d, and 5th of theſe Articles, their Lordſhips are deſired to be referr'd to what hath been already ſaid.

Then as to the 3d, which relates to the Chaſing of a *Dutch* Dogger, it ſeems not at all Material, only to ſwell a Complaint: But as to what is inſinuated, That the Three Men of War did not ſtir for want of Orders: It is well known, that when Her Majeſty's Ships get ſight of an Enemy, they ſtand in need of no particular Orders to attack them; for their General Inſtructions annexed to their Commiſſions do ſufficiently require that of them; but this happening at Five a Clock in the Evening, in the Month of *November*, it was impoſſible for any of the Three Ships aforementioned to have come up with the Privateer; and the *Dutch* Ship was ſecure under the Guns of the Fortification.

The Lord High Admiral cannot, without great Concern, take notice of the Liſt of 1146 Ships, ſaid to be loſt during this War: Although it is poſſible great part of that Number conſiſts of Galleys or Runners: That ſome part of this Loſs may be attributed to the inevitable Fate of War; and ſome hath ariſen from the Wilfulneſs or Negligence of the Maſters of Merchant Ships, who when ſufficient Convoys have been granted them, have Deſerted that Protection, and Expos'd themſelves a Prey to the Enemy, of which frequent Complaints have been made.

Laſtly, As to the 6th Article, which is the Complaint of Mr. *Way*, That care was not taken of his Ship from the *Weſt-Indies*, their Lordſhips are deſired to be referr'd to the Copies of two Letters, herewith tranſmitted to them, mark'd *I.* and *K.* the one from Sir *John Jennings*, and the other from the Captain of the *Northumberland*; the which gave a particular Account of that Matter, which was not complain'd of at the Admiralty-Office, before it was brought to their Lordſhips.

Thus much being ſaid to the Report of the Lords Committees, grounded upon the Depoſitions of the Merchants, which are partly what they ſay of their own knowledge, and the reſt what they have gather'd from others; The Lord High Admiral thinks it neceſſary to lay before their Lordſhips, ſome

further

further Obſervations under the following Heads, to explain ſome Papers which have been demanded by their Lordſhips from the Admiralty-Office.

1. That notwithſtanding almoſt the continual Uſe of Her Majeſties Ships, the Loſs ſuſtain'd by Storms (particularly in the violent Tempeſt in the Year 1703) and the many Hazards they have been expos'd unto in this extenſive War; the Number of Ships of the Royal Navy is ſo far from being Diminiſh'd, ſince Her Majeſties Acceſſion to the Throne, that it is Encreas'd by 10 Ships of War, although the Parliament hath not in this Reign given One Farthing of Money for Building of Ships; and that the laſt War there was about Four Millions given for that, and other extraordinary Services; and yet the Royal Navy was leſs in Strength at the end thereof, than at the beginning, by 20 Ships of the Line of Battle.

2. That the Number of Ships of the Navy of *France*, which have been taken or deſtroy'd by Her Majeſty's Ships this War, does much exceed our Loſſes, as will plainly appear, by the Two Papers mark'd *L. M.* wherein there is no mention made of the *French* Ships which have been Taken or Deſtroy'd by the Ships of the *States General*.

3. That during the preſent War, there hath been 175 of the Enemies Privateers taken, and many of them of conſiderable Force.

4. That in the laſt War, which was Declar'd the 7th of *May*, 1689. and ended the 10th of *September*, 1697. the whole Number of the Ships taken and condemned, were 1296. whereas in the preſent War, which was Declar'd the 4th of *May*, 1702. unto the 1ſt of *December*, 1707. the Number of Ships taken from the Enemy, and condemned, is 1346. which carries with it no little Diſproportion.

5. That the Re-Captures by Her Majeſties Ships of War, from the 4th of *May*, 1702. to the 1ſt of *December*, 1707. are 108, which amounted by Appraiſement to above the Sum of 82975 *l.* and the Re-Captures by Privateers within that time 38054*l.* both which Sums amount unto 121030*l.* excluſive of Cuſtoms.

6. That in the laſt War the Trading Part of the Nations had the Misfortune to loſe near 4000 Ships; whereas in this War themſelves have given an Account of 1146, and it were to be wiſhed that even that Loſs could have been prevented. But here it may be obſerv'd, That during the laſt War we had the Ports of *Spain*, as well as thoſe in the *Spaniſh Weſt-Indies*, always open to ſecure our Merchant Ships and Veſſels, not only from the Enemy but from bad Weather: Whereas during the whole Courſe of this War, our Trade hath been entirely debarr'd from that ſo Eſſential a Countenance and Protection.

7. Beſides, whilſt Her Majeſty has Yearly fitted Her Royal Navy for Carrying on the War Abroad, the Enemy hath ever ſince the Battle off of *Malaga*, totally alter'd their Methods of Carrying on their Naval War, and inſtead of Sending forth great Fleets, they fill the Seas with Privateers, and with Squadrons of their Nimble Ships, and by that means watch all Opportunities of Seizing upon our Trade, for which the Situation of their Ports gives them but too good Opportunities; and yet our Merchants (who cannot but be Senſible of this Danger) carry on their Trade in a very great Degree in Defenceleſs Ships called Runners, and they being oblig'd by Charter-Party to go without Convoys, are thereby but too often Expoſed to the Enemy who lye in wait for them.

Laſtly, the Lord High Admiral deſires their Lordſhips to do him ſo much Juſtice, as to believe, That no Man is more ſenſibly Affected than he is with great Loſſes and Misfortunes which have happen'd to the Merchants, and he is ſo much more Senſible of them, becauſe in the Way thoſe Gentlemen carry on their Trades by ſingle Defenceleſs Ships, and by the Method the Enemy now takes whilſt the *French* King himſelf, and ſo great a Part of his Subjects, imploy ſo many Ships and Men only to make War upon the Merchants, ſuch Misfortunes will ſtill happen; Yet his Royal Highneſs does hope their Lordſhips will believe that the Queen's Fleet has not been Uſeleſs and Unimploy'd during this War, which cannot be Carried on agreeable to the Declared Senſe of their Lordſhips, but by ſupporting a Superiority at Sea upon the Coaſts of *Portugal*, *Spain* and *Italy*, in all which Places the Queen's Fleet hath done great Services the laſt Four Years and Attempted ſome Things which might have Secured *Britain* for One Age, from all the Naval Power of *France*.

THE Houſe took this Anſwer into their moſt ſerious Conſideration, and finding ſeveral Facts Stated therein very differently from what had been aſſerted by the Merchants upon their Oaths, (who had therefore, according to the Methods of Juſtice, a Right to be further Heard by way of Reply) and finding ſeveral other things alledged in the Anſwer, which at firſt ſight ſeemed to be plain Miſtakes, We thought it neceſſary for our fuller Information and Satisfaction to appoint a Committee to Hear the Merchants, and alſo to make ſuch Obſervations upon the Anſwer as they ſhould think proper.

The Committee having perfected their Report, and laid it before the Houſe, the ſame was Agreed to, and We think Our ſelves Obliged humbly to preſent this Second Report to Your Majeſty.

Die Martis 17 Februarii, 1707.

IN relation to the Firſt Head of the Anſwer, which is concerned in general Terms, without being applied to any of the Particulars in the Merchants Complaints, ſome things ſeem proper to be taken notice of.

1. The Anſwer ſays, That all the Inſtances mentioned in the Report are in the latter Years of Her Majeſties Reign.

The Lords Committees obſerve, That an Addreſs of the Houſe of Lords, preſented to Her Majeſty in the Year 1704. did lay before Her the heavy Loſſes of the Merchants which had happened for want of Cruizers and Convoys for the Home-Trade.

Soon

Soon after the preſenting of that Addreſs, Sir *George Bing*, and Sir *John Jennings* were ſent out to Cruiſe, and continued Cruiſing till the *October* following, during which time the *Engliſh* Ships were well Protected, and many of the Enemies Privateers taken, and the Lords hoped there would have been no further occaſion of Complaints from the Merchants: And all the Loſſes contained in the Report now before the Houſe have happen'd ſince that Care was laid aſide.

2*ly*, It does appear by the Papers ſent to the Houſe from the Lord High Admiral, That in the year 1706. the higheſt Complement of the Ships Employ'd in the *Mediterranean* (ſuppoſing them Mann'd to that complement) did not exceed 17373 Men, and in the year 1707. the higheſt complement of the Ships Employ'd there did amount only to 15590 Men. And therefore notwithſtanding that part of the Fleet which was made uſe of there in both thoſe Years, yet about 23000 Men of the Number provided for by Parliament, remained for the neceſſary Service of Guarding and Protecting the Coaſt and Trade; ſo that it ſeems not poſſible that the keeping thoſe Squadrons in the *Mediterranean* could be the occaſion of the Cruiſers and Convoys being ſo weak and few, and the Coaſt ſo ill Guarded.

3*ly*, The ſtrength of Convoys is to be proportioned to the preſent circumſtances of the Enemy, as far as Intelligence can be had, and the many Inſtances mentioned by the Merchants of Convoys attacked to our Diſadvantage, ſhew by Experience that moſt of our Convoys have been too weak.

The Second Head of the anſwer is alſo general, but the Lords Committees obſerve, That the great Ships are the ſtrength of the Line of Battle, and if more Firſt and Second Rates have been Imploy'd in the *Mediterranean*, inſtead of ſo many Third and Fourth Rates, and ſmaller Ships, a much greater Number of Ships proper for Convoys and Cruiſers for the Protection of Trade in the *Channel* and *Soundings*, would have remained free for thoſe Services; Or if there was found to be a real want of ſuch Ships, timely and proper Application might have been made to the Parliament, who have ever been forward in providing for the ſecurity of Trade. And in the mean time Ships might have been hired, as has been often done, rather than the whole Coaſt ſhould continue in a manner beſieged by the Enemies Men of War and Privateers without Interruption.

2. The want of Seamen is too well known, which proceeds principally from the many Hardſhips they ſuffer. The conſtant Practice now in uſe in Turning over or Removing them from Ship to Ship, is of all others the greateſt Diſcouragement, and tho' the Paying them at the ſame time they are turned over may have a fair Appearance, yet that being generally done when they are aboard, it tempts the Seamen to Extravagant Expences, and proves in concluſion the utter Ruin of their Families.

3. Many of the Inconveniencies mentioned in this Paragraph of the Anſwer could hardly ever happen, in caſe an early Diſtribution was made of proper Ships for Convoys, and the time of their Departure fixt, whereas very frequently Ships are appointed when they are at Sea, and it is unknown in what Condition they will return. The merchants ſay, That this year one of the Convoys named for the *Jamaica* Trade was at that time in the *Sound*.

The Anſwer ſays, the Queens Ships have as often ſtay'd for the Merchants, as they for their Convoys; of which one inſtance is given in the Paper Marked *A*. The fact may be ſo ſometimes, but the Caſe Mentined in the Paper is not of that ſort; for there the Merchant Ships were lying in the *Downs*, together with the *Aſſiſtance* and *Dunkirk* Prize, Two of the Ships of Captain *Kerr*'s Squadron, and were ready to ſail, and did ſail with them to *Spithead*, where the reſt of the Squadron lay. And tho' it be aſſerted, that Mr. *Kerr*'s Ships were ready the 18th of *February* at *Spithead*, yet it appears that his Inſtructions do not bear Date till the Third of *March*, 1706, 7.

As to the Third Head relating to the want of Cruiſers, The Lords Committees obſerv'd, that it is not the appointing Cruiſers yearly which will protect Trade, but the careful and ſtrict Obſervation that the Ships appointed for that purpoſe do Cruiſe accordingly.

Whereas it appears in the Account of the Depoſition of the Fleet laid before the Houſe of Lords, that no Ship was Cruiſing in the *Soundings* and *Channel* in the Months of *June*, *July*, *Auguſt*, and *September* laſt, in which almoſt all the Galleys and homeward bound Ships, whoſe loſs is ſo heavily complain'd of by the Merchants, were taken or deſtroyed.

In relation to the arbitrary Proceedings of the Captains of the Queens Ships of War, in Impreſſing Seamen out of the Merchant Ships in the *Weſt-Indies*, as alſo upon their return to the Ports of *Great-Britain*, the Fourth Paragraph of the Anſwer ſays, If any ſuch thing has been done, it is contrary to Orders, and has never been complain'd of without a proper Redreſs. Upon Reading this paſſage the Lords Committees Summon'd Mr. *Coward* (to whoſe complaint principally that part of the Anſwer related) who attending, and being Examin'd as to the matter of Fact, made Oath, that he had often complain'd to the Prince's Council of theſe great Hardſhips, and begg'd Relief of them, before he applied to the Houſe of Lords; that he could mention many other inſtances of the ill Uſage he had Suffered in the ſame kind.

That Year after Year, from the beginning of the War, not one of his Ships had eſcaped having Men Preſs'd out of them both at *Jamaica*, and upon their return (if there then was a Preſs) Except ſuch as had run through all Danger into the *Downs*, and ſo got to *London*.

In particular he ſwore, that he had complain'd to the Prince's Council of Captain *Johnſton*'s Impreſſing his Men out of the *Somerſet* Frigat, and Captain *Roche*'s Impreſſing his Men out of the *Waltham-ſtow* Galley, as alſo of the taking away his Men out of the *Gold* Frigat, and produced to the Prince's Council the Evidence he had of theſe ſeveral Facts, but could not learn that any of the Captains were puniſhed or cenſured, or ſo much as once call'd to an account for their Violences.

He

He also swore, that all the Captains he had employed to the *West-Indies*, have declar'd to him, that they who Impress'd his Men at *Jamaica* never shewed any Authority or Consent from the Governor for so doing; and he affirmed, he was ready to produce many Captains who would swear the same thing.

He said, if such Orders are given as is asserted in the Answer, the Prince's Council well know, by the frequent Complaints of him and others, they are not observ'd either at *Jamaica* or at home.

In the sixth Paragraph of the Answer, which relates to the Loss of the *Lisbon* Fleet, under the Convoy of the *Swiftsure* and *Warspight*, it is stated in this manner: "This Convoy had the misfortune to "fall in with 17 Ships of the Enemies which were going directly from *Brest* to the *West-Indies*, and by "the greatest chance imaginable met them in their Passage."

And in the Paper mark'd *C.* (to which the Paragraph refers) after reciting an Account given by the Captain of the *Swiftsure* of this Action, and that most of the Merchants Ships escaped, the Paper *C.* proceeds thus: "That as there was not any previous notice of this Squadron of the Enemies Ships, "so if a greater strength had been added to this Convoy, (which was not then to be had) it would have "been but of little Advantage against such a Number of the Enemies Ships.

This seems so strange a Representation of this Affair, that it is necessary to lay before the House the true matter of Fact, as it appears upon a careful Examination of it by the Lords Committees.

First, As to the Assertion, That there was no previous Notice of this Squadron of the Enemies.

The Lords Committes refer to the advices concerning the *French* Shipping sent to the Admiralty from the Secretaries of State the last Year, (which Advices are now lying before the House) particularly to an Extract of a Letter from Mr. Secretary *Harley*'s Office, Dated at *Rotterdam* the 7th of *Febr.* N. S. and sent to Mr. *Burchet* the First of *Febr.* O. S. giving an account of the Squadron of Ships then lying at *Brest*, and another from the Earl of *Sunderland*'s Office, Dated at *Paris* the Fourth of *Febr.* N. S. and sent to Mr. *Burchett* the same First of *Feb.* O. S. As also to another Letter from *Brest* of the Third of *Febr.* N. S. sent from the Earl of *Sunderland*'s Office to the Admiralty the 14th of *Febr.* O. S. giving a particular Account of the same Squadron, and the strength of it, and that it was ready to sail, and to another dated at *Brest* of the 14th of *Febr.* N. S. sent from Secretary *Harley* to the Prince's Council the 14th of *Febr.* O. S. to the same Effect.

2dly, As to the assertion, that there was then no greater Strength to be had, it is to be observ'd, that a *Dutch* Fleet of Nine Men of War, under the Command of Admiral *Vandergoes*, had lain for some time at *Portsmouth*, and sailed from thence the very same day that Captain *Griffiths*, who commanded this Convoy, sailed in the *Swiftsure* from the same place.

If Orders had been given to Captain *Griffiths* to have kept Company with the *Dutch* Squadron, there had been a sufficient Strength to have saved all the Ships under his Convoy. But it appeared by the Examination of Mr. *Jacob Henckell*, Mr. *William Wood*, Captain *Francis Cook*, and Captain *Edward Smith*, Two Masters of the Merchant Ships which went under his Convoy; and also by a Letter of Captain *John Hunt*, another Master, dated from *Dinant*, where he was then a Prisoner; That Captain *Griffiths* was guilty of divers most unaccountable Delays off of *Plymouth*, and thereby lost the advantage of keeping the *Dutch* Fleet Company.

On the 22d of *February* Captain *Griffiths* made a Signal of seeing seven Ships, and afterwards of seeing 17; but instead of making the best of his way from them, he lay by with an easie Sail (not suffering any of the Merchants to go a head of him) till those Ships came within Gun shot (altho' he could not but discern them not to be *English* Ships long before, and if they had been *English*, he had no occasion to speak with them.) When those Ships were come so near they put out *French* Colours; and thereupon the Two Men of War the *Swiftsure* and *Warspight*, made all the Sail away they possibly could, leaving the Merchants Ships, and Ships with Provisions for *Spain* and *Portugal*, which Captain *Griffiths* had under his Care, to shift for themselves, and of 18 Merchant Ships that were in the Company 13 were taken, so that most of them did not escape, as is asserted in the answer.

It was also proved, That these *French* Ships were Cruising, and not going directly to the *West-Indies* as the answer asserts, and that they kept Cruising all together, about Nine days after this Action, and then sent their Prizes with Five of their Men of War into *Brest*, and the rest of the Men of War continued Cruising about 14 days longer, and then they also returned to *Brest*.

It was farther proved, that the Letter writ from *Dinant* by Captain *John Hunt*, complaining of Captain *Griffiths*'s Behaviour, was by Sir *Edmund Harrison* and Mr. *Henckell* laid before the Prince's Council, who told them, they had been informed of the matter before, and were sending Directions to *Lisbon* to have Captain *Griffiths* Try'd; to which Sir *Edmund Harrison* then objected, that such a Tryal must signifie very little, since no Evidence could be had against him at that place.

Notwithstanding there was an Order sent in *April* last, for Trying Captain *Griffiths* at *Lisbon* at a Court Martial. The Lords Committees having desired to know what was done upon that Order, have been since informed by a Paper Dated from the Admiralty Office, to this Effect, That he was Try'd accordingly; and it is presumed he was acquitted, because he was continued in his Command: But the

Result

Reſult of the Court-Martial is not ſent to that Office; and he who acted as Judge-Advocate at the T
al is ſince Drowned. The ſame Paper goes on to ſay, That the Taryal was at the Deſire of the M
chants, becauſe there was no Evidence againſt him at home.

Whereas it is obſerv'd before, That Sir *Edmund Harriſon* told the Princes Council, there would
no Evidence againſt him if he were Try'd at *Liſbon*.

The ninth Paragraph of the Anſwer relates to the loſs of the *Hampton Court* and *Grafton* Men of W
which, together with the *Royal Oak*, and the Merchants Ships under their Convoy, Sail'd from
Downs the Firſt of *May* laſt.

The Anſwer affirms, that notwithſtanding what Mr. *Dawſon* ſwore before the Lords, that he was
at the Admiralty Office the 29th of *April* laſt, That the *Dunkirk* Squadron was gone Weſtward;
there was no Notice at that time of the *Dunkirk* Squadron, otherwiſe than that they were in the *Flem*
Road, wherefore the Three Men of War, one of 76, and the other two each of 70 Guns, were judg
a ſufficient Convoy from the *Downs* to *Spithead*.

Mr. *Dawſon* being Ordered to attend the Lords, and acquainted with what was charged upon hi
did again affirm upon Oath, That the Governor and Committee of the *Muſcovia* Company, of which
was one, attended the Prince's Council on *Tueſday* the 29th of *April* laſt, to know what Convoy was a
pointed for that Trade; and being told by the Prince's Council, That one Fourth and two Fifth Ra
would be their Convoy; the Governor and Committee repreſented their Fears of Danger from the *Dun*
kirk Squadron; but were then told from the Board, they need be under no apprehenſion on that ſcor
for the *Dunkirk* Squadron was gone to the Weſtward.

He alſo mentioned many circumſtances, which made him ſo very poſitive as to the Time; and ob
ſerv'd, that if the Committe had been told at the Board, that the *Dunkirk* Squadron was then in *Fle*
miſh-Road, it was ſo far from being an Argument to perſwade them to acquieſce with ſo ſmall a Convo
that it muſt have encreaſed their Fears, that Station being equally proper for the Squadron to Sa
either to the Northward or Weſtward.

Sir *Benjamin Ayloff*, Governor of the *Muſcovia* Company, and Five of the Committee of the ſam
Company (*viz.*) Mr. *Randolph Knipe*, Mr. *Henry Phill*, Mr. *Joſiah Wadſworth*, Mr. *Thomas Stiles*, and Mr.
Samuel Heathcot, did alſo ſeverally Depoſe, that they did attend the Prince's Council the 29th day of A
pril laſt, and then were told from the Board, that the Three Ships deſigned for them were ſufficient for
their ſecurity, becauſe the *Dunkirk* Squadron was gone Weſtward, and Four of them (*viz.*) Sir *Benja*
min Ayloff, Mr. *Wadſworth*, Mr. *Stiles*, Mr. *Phill* ſwore, They believed Admiral *Churchill* was the perſon
that told them ſo, but as to that partcular they were not ſo poſitive.

This Matter of Fact being directly proved by ſo many perſons of unqueſtionable Credit, the Lord
Committees think, that by the Reaſoning uſed in the Anſwer, the Prince's Council could not judg
the Three Men of War a ſufficient Convoy, and conſequently ought not to have ſuffered them to ſa
Weſtward on the Firſt of *May*; eſpecially conſidering, that from time to time Notice had been ſen
to the Admiralty Office, from both the Secretaries of State, of the ſtrength of the *Dunkirk* Squa
dron; and when it is ſo fully proved, that they owned they had Notice, that the Squadron was
gone Weſtward.

The 10th Paragraph of the Anſwer relates, to the Complaint of the Merchants touching the *Ruſſ*
Ships.

The Inſtructions to Sir *William Whetſtone*, of the 10th of *June* laſt, take Notice, That the *Dunkir*
Squadron was gone Northward, and that there was reaſon to believe they were deſigned for the Coaſt o
Norway; and that they would look out for, and endeavour to intercept the Fleet bound to *Ruſſia* for
Naval Stores; which made it abſolutely Neceſſary, that the Convoys to that Trade, ſhould be ſtrengthe
ned; and he is thereby directed to proceed with all the Merchants ſhips under his Convoy, as far as
the Northermoſt Part of the Iſle of *Shetland*, and there to leave them to proſecute their Voyage with
their proper Convoy.

The Lords make this Obſervation, That after ſuch Intelligence, it appears very reaſonable that
Sir *William Whetſtone*'s Orders ſhould have been to ſee a Fleet of ſuch conſequence out of Danger, be
fore he left them.

The Lords Committees do think it neceſſary to inform the Houſe, that Captain *Nenyon Maſters*, Com
mander of the Ship *Nenyon* and *Benjamin*, made Oath, that on or about the Ninth day of *July* laſt, his
Ship, together with about Eleven or more *Engliſh* Ships, were unfortunately taken in their Voyage to
Archangel by the Chevalier *Fourbin*'s Squadron, conſiſting of 7 *French* Ships of War, that his Ship was
the firſt taken, and he was immediately carryed on Board Monſieur *Mourbin*, who demanded of him, what
Number of Convoys the *Engliſh* Fleet bound for *Archangel* had with them. He anſwered, Twelve Sail.
To which *Fourbin* replyed, He ſpake what was falſe, for there were only Three Ships of War Convay
to the *Engliſh* Fleet; *Fourbin* then declaring, That he knew Admiral *Whetſtone* with his Squadron
came with the Fleet no farther than the Iſland of *Shetland*, and then returned back again.

As to the 11th Head of the Anſwer, reſpecting the Merchants Complaint of the weakneſs of the
Convoy ſent for, conducting the King of *Portugal*'s Horſes, and the Trade to *Liſbon*, the Lords
Committees do only make this Obſervation, that the Fleet having lain at *Spithead* for many

Months,

Months, whereby the Enemy had an opportunity of knowing the Value and Conſequence of it; and Notice being taken in the Orders to Captain *Edwards*, of the 7th of *September*, 1707. of a Squadron of the Enemies Ships Cruiſing betwixt *Scilly* and *Uſhant*, and Notice being alſo taken in the Orders of the 5th of *October* to Sir *John Lake*, That Monſieur *Fourbin* was ſailed from *Breſt* with ſeveral Ships, and was to be joined with others, it ſeems very Unaccountable, That at laſt ſuch a Fleet ſhould be ſuffered to ſail without a greater Strength.

The 13th, 14th, 15th, and 16th Paragraphs of the Anſwer, relating principally to the former Depoſition of Mr. *Jacob Henckell*, the Lords Committees ordered him to Attend again; and he was further Examined in relation to the Facts mentioned in the Anſwer.

He deſired to obſerve, That the 13th Paragraph made him ſay what was not in his Depoſition; for he did not ſay, The Corn-Ships were ready to ſail in *July* and *Auguſt*, but, That a great Quantity of Corn was bought in thoſe Months.

If any thing was Concerted at the *Hague*, That the Ships of the *States-General* ſhould call at *Spithead* to take our Merchant Ships under their Convoy, it was ſtrange no Notice ſhould be given of ſo good an Agreement, that ſo the Merchants might have diſpoſed their Affairs for taking the Benefit of it, eſpecially when he and the other Corn-Merchants, very frequently Applied to the Prince's Council, to know when they might expect a Convoy.

As to what is ſaid of the great Number of Convoys which have gone between *England* and *Portugal*, ſince *April*, 1703. Whereas the *Dutch* have ſeldom ſent above One Convoy in a Year, and the Inference made from thence, That therefore it is not probable the King of *Portugal*'s Magazines and Armies ſhould be Furniſhed from *Holland*,

Mr. *Henckell* ſtill Affirmed the Fact to be ſo, as he had formerly ſworn, and that at the very time of his Examination the *Portugueſe* have great Quantities of Corn ſhipped in *Holland*, and though the *Dutch* have not ſent ſo many Convoys as have gone from *England*, yet they go at certain and proper Times, by reaſon whereof their Corn arrives in a good condition; Whereas the Unaccountable Delays and Uncertanties of the *Engliſh* Convoys, have been the Occaſion of great Loſſes to our Merchants, and great Diſappointments to the *Portugueſe*.

He alſo took Notice, That of the many Convoys enumerated in the Anſwer, ſeveral of them were Fleets or Squadrons of Men of War, of which the Merchants had no Notice, nor were allowed to have any Benefit, as appeared by the 14th Head of the Anſwer relating to the Fleet that ſailed with Sir *Cloudeſly Shovel*.

In the 14 Head of the Anſwer, much Weight ſeems to be laid upon this, That the *Naſſau* did not arrive at *Spithead* till the 20th of *October*, whereas Mr. *Henckell* in his complaint had ſworn, The *Naſſau* came to *Spithead* the 18th at Night, the ſame Day the Convoy ſailed from thence. To clear himſelf Mr. *Henckel* produced Two Original Letters ſigned by *Cornelius Collies*, his Captain, written from *Portſmouth* the One dated the 19th of *October*, which ſays The *Naſſau* came too late for the Convoy but was at that time at *Spithead*, and the other dated the 25th, which ſays expreſly, The *Naſſau* came to St. *Hellens* the ſame Night the *Lisbon* Fleet ſail'd. Mr. *Henckell* affirmed alſo, That he had other Advices which fully verified what he had ſaid in his former Depoſition, as to the *Naſſau*'s arriving the 18th at *Spithead*,

Mr. *Henckell* further ſaid, That the Convoy mentioned in that Paragraph of the Anſwer, conſiſting of Four Ships of War, which is there ſaid to have ſail'd the 18th of *June*, does appear by the Paper marked *F.* (to which the Paragraph refers) to be a Convoy that ſailed from *Portugal* that Day, and ſo does not contradict what the Merchants had inſiſted on in their complaint, That there was no Convoy for *Portugal* between *March* and *October* a Homeward bound Convoy being miſtaken in the Anſwer for an Outward bound Convoy, and conſequently it was no contradiction to what the Merchants had affirmed: And though in the 16th Paragraph of the anſwer it be aſſerted, That the Three Ships appointed for Convoy to the *Portugal* Fleet, were at that time thought a ſufficient Convoy, Mr. *Henckell* Swears, The Prince's Council (by the reaſoning of the Merchants before them) was convinced of the contrary at the time the Convoy was ſent, and did then pretend no other reaſon for their not ſtrengthning it, but want of Ships. And he deſired to refer particularly to the Remonſtrance of the 10th of *October* laſt, which was delivered at that time by the Merchants to the Prince's Council, and is now lying before the Houſe; whereby in very ſtrong Terms, they repreſented their many Solicitations, without Effect, the great Delays they had met with, and their great Senſe of Danger, if they ſhould proceed without that Convoy, as well as of their certain Ruin by any further Delay.

The 17th Head of the Anſwer ſays, that the Ships which the Merchants ſuppoſed lay idle at *Portſmouth* ſo long, were under Orders for particular Services, as appears by the Paper marked *G.*

Upon conſideration of this Paragraph, and of the Paper marked *G.* to which it refers the Matters of Fact, whereof the Merchants did Complain, ſeem in effect to be admitted to be true, and the Services for which it is alledged the Ships were deſigned, do not appear ſo preſſing, but that ſome of them might have been Imployed to help the Merhants in their great Extremity.

As

As to the 18th Head, which relates to Mr. *Coward*'s Complaint of the long Detaining of his Ships, let
Freight to the Commissioners of Victualling, the Answer says, It is not doubted they were taken up at so much
a Month Freight, and the Owners will be paid for the time they have been Imployed, according to the Agree-
ment made with them.

Mr. *Coward* Deposed, That his Ships were not taken by the Month (as the Answer alledged) but the Con-
tract was at Three Pounds a Tun, directly for *Jamaica*, which might have been performed in 7 or 8 Weeks.
Whereas, by means of the Deviations complained of, they have been detained ever since the 15th of *November*
1706. and were yet in *Ireland* at the time of the Complaint, whereby the Ships are ruin'd, and he left at mere
as to any Satisfaction.

The 19th Paragraph of the Answer takes Notice, how far Mr. *Palmer* had forgot himself, and imposed upo
the Lords in his Deposition, for that the *Litchfield* Prize did not Arrive at *Portsmouth* till the 7th of *Ju*
whereas Sir *Cloudesly Shovel* was off of *Lisbon* the 9th of *June*; and therefore it was not possible that the *Lit*
field Prize should have join'd him at *Plymouth*.

Mr. *Palmer* being Examined as to this particular, said, That in his Complaint it was alledged, The *Lit*
field Prize came to *Spithead* the 7th of *July*, not of *June*, as it is repeated in the Answer; but he owned his
stake in saying, If the *Litchfield* Prize might have proceeded to *Plymouth*, the Corn Ships might have join'd
Cloudesly Shovell's Fleet, whereas, he meant to have said, The Transport Fleet, which at that time lay at *Plym*
bound to *Portugal*.

To shew that it was a meer Mistake, he produced to the Lords Three Original Letters from *Portsmouth*, wro
by his Master *Samuel Riccard*, dated the 7, 12th, and 28th of *July*, which mention the Transport-Fleet, which
had lain for a considerable while at *Plymouth*, and (as those Letters say) sailed for *Portugal* about that time.

The 20th Paragraph affirming, That the Article in the *Gazette* of the 8th of *May*, 1707. which the Merchan
had produced, was very ignorantly and unadvisedly inserted, the Fact being intirely wrong; the Lords Committee
thought fit to be Inform'd how that Passage came to be put into the *Gazette*; and upon Examination it appear'd
That Mr. *Stepney* the 12th of *May*, New Stile, wrote a Letter from *Antwerpe* to the Earl of *Sunderland*, at th
Solicitations of some considerable Traders there, representing the Hardships they lay under for want of a Con
voy from *Ostend* (though it had been promised, and several times notified on the Exchange of *London*) to their gre
Loss and Discouragement, and what was like to have an ill Influence on that Trade, which was in a way o
being better Establish'd than ever, and that afterward, upon the Arrival of that Fleet at *Ostend*, Mr. *Stepney* wro
another Letter to the Earl of *Sunderland*, dated the 14th of *May*, New Stile, the very Words of which
Second Letter, are those Transcrib'd into the *Gazette*.

The Complaint of the Merchants in relation to the *Virginia* Trade, consisted of many Particulars, none o
which seem to the Lords Committees to be Answered or Excused by what is alledged in the 22, 23, and 24
Paragraphs of the Answer, nor by the Paper mark'd *H.* to which the 23d Paragraph does refer.

The 25th and 26th Paragraphs of the Answer, which relate to the Complaint of Mr. *John Wood*, of th
Difficulties and Delays he met with in getting his Vessels Loaden with Corn to *Portsmouth*, contain nothing
in particular besides One matter of Fact, *viz.* That the *Charles* Galley and the *Gosport*, the Two Convoys fo
the Corn-Ships to *Spithead*, were so far from Running from the Trade, (as was falsly and maliciously insi-
nuated by Mr. *Wood*) that they kept the Merchants Ships Company, and brought them safe to *Spithead*, as th
Captain of the *Charles* Galley informed the Prince's Council by Letter.

Mr. *John Wood* being sent, for and charged with this Matter, produced two Letters, which he made Oa
were sent to him from *Portsmouth* by Captain *Edward Friend*, the Master of one of the Corn-Ships, the fir
Dated the 21st, and the other the 22d of *June* last wherein it is expressly affirmed, That about Eight a Clock i
the Evening, the Commander of the Convoy sent his Boat aboard the Merchants to tell them the News, The
the *Dunkirk* Squadron was at Sea, and at the same time to let them know, that the Convoy would take no fur
ther Care of them, but would make the best of their way to *Portsmouth*, and the Merchants must shift for them-
selves.

Captain *John Fallner*, the Master of the *Mary*, another of the Ships from *Shoreham*, made Oath, That th
Commander of the Convoy sent his Boat Aboard the Merchants, to tell them, That he had Advice of a *Fren*
Squadron, and that they must shift for themselves, but they would take no Care of them, but would make th
best of their way to *Portsmouth*; and he swore the Convoy were as good as their words, and made away wit
all the Sail they could, and got in thither a considerable time before the Merchants, who were in very gre
Danger of being taken, having been Chased at least Eight Hours by a *French* Privateer.

The same Captain did upon his Oath confirm what Mr. *Wood* had before alledg'd, That for full Six Month
while he lay at *Shoreham*, the *French* Privateers did continually Cruise on the Coast in considerable Numbers, bu
in all that time he could never see, or be informed of any Men of War Cruising to prevent or intercept them.

As to what is said in the Answer, That the Men of War who Sail Eastward or Westward, have always Direc
ons to call at the several Ports in the way, Mr. *Wood* added, to what he had said before, That if they had suc
Orders, it was strange no one of them should ever appear off that Harbour in Six Months time.

The 27th Paragraph of the Answer relates to the Merchants Complaints of the many and great Losses of Ship
off of *Beachy*, and upon the *English* Coast in their return Home.

What this Paragraph says, is, That these Ships were Runners, and should have put into *Portsmouth* till the
had an Opportunity of Convoy; and when the Merchants shall leave off Trading in these Galley's or Runners
(which are subject to many Misfortunes by going without Convoy) it is to be hoped their Losses will be less.

Their Lordships cannot think it strange, if the Merchants are very unwilling to put into *Portsmouth* in hope
of Convoy, after the Instances given by them of their Ships lying there many Months in vain Expectation of an
Men of War to Convoy them.

As to the Proposal for the Merchants leaving off to Trade in Galleys in Expectation of Convoys: The Lords Committees observe, That the Use of this kind of Vessels was taken up during the late War, and has been continued ever since with very great Success, till within Two Years last, during which time there has been in a manner a total neglect of having any Cruisers in the *Channel* and *Soundings*, or any Man of War to Guard the Coasts.

These Ships are Built for Sailing, and also to Row with Oars, and carry no more Goods than are proper for Sailing, and carry twice the Number of Men to a common Sailing Ship, and are of force from 16 to 40 Guns.

There is no Convoy Granted to any Trade within the *Streights*, but to *Turkey* only, which is never above once in the Year, and must be acknowledged to be too seldom to answer the Occasions of the Traders to *Leghorn*, *Genoa*, *Venice*, and other Places in those Seas.

If therefore the Use of Galleys or single Ships, be laid down, (for if any single Ships be used in Trading, it will be granted the Galleys are better Sailors, and have the Advantage of any common-built Ships) and all the *Mediterranean* Trade is to be carried on by Convoys, that whole Trade will be in a manner lost to *England*, especially in respect to Fish and other Perishable Commodities, and would be soon felt in a very heavy manner in all Parts of the Nation, the great Consequence of that Trade fully appearing by the Merchants Proof set down in the Report made upon their Petition.

It is necessary for the Safety and Honour of the Kingdom, and of all manner of Trade whatsoever, that the *Channel* and *Soundings* be well Guarded; and if this be done, the Traders in Galleys own they have no reason to complain.

The Enemy have not altered their way of making War by Sea: They always endeavoured to Infest our Trade by their Privateers to as great a degree as they could; but it must be owned, that of late they have had greater Success than ever, and the great Encouragement they meet with, (the Sea in effect being left open to them) it is too probable will very soon encrease their Numbers.

The Merchants do insist, That the List of Eleven hundred forty six Ships, given in by them, does not contain all their Losses during this War, but in a manner such only as have been taken in the *Channel* and *Soundings* within Two or Three Years last, and principally such as did belong to the Port of *London*.

They have already had an Account of 34 Ships taken in the *Channel* and *Soundings* since they made their Complaint to the House of Lords, of which Ships they delivered a List to the Committee, and affirmed, That the loss of those Ships, by a modest Computation, amounted to above 170000*l*. They affirmed, That besides those named in that List, several other rich Ships are missing, and many of them they fear have met with the same fate, the *Channel* and *Soundings* being infested with the Enemies Men of War and Privateers as much as ever. The Neutral Ships, which come into the Ports of *Britain*, declaring that they have been Boarded by them in those Places several times in a Day.

The Answer (as to what concerns Mr. *Benjamin Way*) says expressly, That Matter was not complain'd of at the Admiralty-Office before it was brought to the Lords.

This seems very strange, for it appears plainly by the two Letters mark'd *J.* and *K.* referred to in the Answer it self, and sent therewith to the Lords, that both of them were written upon Occasion of a Complaint made by *Way* to the Admiralty, and are only Copies of the very same Letters which were annex'd to *Way's* Complaint to the Lords, and were sent together with the Lords Report to the Lord High Admiral.

This is what the Lords Committees have humbly to offer to your Lordships, in relation to so much of the Answer as concerns the Merchants Complaints.

The remaining Part of it seems entirely foreign to the Subject of the Report, containing only an unnecessary Comparison of the Management of the Naval Affairs in this, and the late War; since any Faults or Errors which might have happen'd at that time would not lessen the Misfortunes of the Merchants, or justifie any wrong Conduct at present. But the Lords Committees think themselves obliged to lay before your Lordships, several very plain Mistakes which they find in this part of the Paper.

In the *First* Observation it is asserted, That the Parliament has not in this Reign given One Farthing of Money for the Building of Ships; and that in the last War there was about Four Millions given for that and other Extraordinary Services, and yet the Royal Navy was less in Strength at the End thereof than at the Beginning, by Twenty Ships of the Line of Battle.

This is so far from being a right State of the Case, that in this Observation there appears at First sight a Mistake of no less than Three Millions in Four, the whole Sums given for Building of Ships in the last War not amounting to One Million.

This in effect was afterwards confessed in a Second Paper sent from the Admiralty Office of the 28th of *January*, 1707. by way of Explanation of a former Paper delivered to the Lords Committees from that Office.

In this Second Paper Notice is taken of the Numbers and Rates of Ships provided for by Parliament, and the Days are set down when the Money was Voted for them, but the Sums are omitted, which would too plainly have contradicted the Assertion, that Four Millions were granted.

The true State of that Matter will appear by the forementioned Second Paper, if the Sums be added, as the same are set down in the First of those Papers from the Admiralty Office, and is as follows.

There

There was given for Building Ships:

				l.	s.	d.
10 *October*, 1690.	of the	3d	Rate — No	3.	—88008	10	00
24 *December*, 1690.	of the	3d 4th	Rates—	17. 10.	—570000	00	00
2 *December*, 1692.	of the	4th	Rate — —	8.	—79308	00	00
30 *November*, 1694	of the	2d	Rate— —	4.	—70000	00	00
6 *December*, 1695.					—138424	00	00
6 *December*, 1695.	of the	3d 4th	Rates—	54. 28	—65835	18	11
					1011576	08	11

Memorandum, That the ⅓ Exciſe which was given for 570000 *l.* did produce but 482617 *l.* 11 *s.* 2½*d.* of which there has been paid for Building the 27 Ships 453591 *l.* 19 *s.* and to other Uſes 29025 *l.* 12 *s.* 2½*d.*

Theſe were all the Sums granted by Parliament for Building Ships during that whole War. The other Sums ſet down in the Firſt Paper, which makes the whole amount to 4579571 *l.* 4 *s.* 2½*d.* were either for the Ordinary and current Services of the Navy, as Seamens Wages, Victualling, *&c.* or for ſuch particular Uſes as had no relation to the Building of Ships, ſuch as the Payment of Marine Officers, Regiſter of Seamen, *&c.*

The *Second* Miſtake in this Obſervation is, That the Royal Navy in ſtead of being leſs at the End of the late War by 20 Ships, than it was at the Beginning, was increaſed by 113 Ships and Veſſels, of which 39 were of the Line of Battle, beſides 21 Ships which were Building on the 30th of *September*, 1697. whereof 13 were of the Line of Battle.

And though in the ſame Obſervation it be alledged, That nothing has been given in this Reign for Building of Ships, yet the Proviſion for the Navy in general, has been much larger in this War, than in the laſt; for in this Reign there has been granted for the Uſe of the Navy, (including the Ordnance for Sea-Service, and the Sums voted for the Service of the Year, 1708.) the Sum of 15361867 *l.* 17 *s.* 10 *d.*

Whereas all the Sums received by the Treaſurers of the Navy, between the 5th of *November*, 1688. and the 30th of *September*, 1697. (including the Money given for Building Ships) only amounted to the Sum of 15136898 *l.* 1 *s.* 5 *d.*

It may be alſo Obſerved, That in the Year, 1698. there were 105 Ships of the Line of Battle in thorough Repair; whereas it appears that on the 6th of *December*, 1707. three Firſt Rates, eight Second Rates, ſix Third Rates, and two Fourth Rates wanted Rebuilding or great Repairs; which conſidering the Nature of the Ships, makes a great part of the Strength of the Line of Battle.

The *Second* Obſervation takes Notice, That the Number of the Ships of the Navy of *France*, Taken or Deſtroyed by Her Majeſties Ships this War, does much exceed our Loſſes, as appears by the Papers marked *L.* and *M.* wherein there is no mention of the *French* Ships Deſtroyed by the Ships of the *States-General*.

The Lords Committees take Notice, that by the Paper *L.* it appears the greateſt number of the Enemies Ships, and thoſe of the greateſt Conſequence, were Taken or Deſtroyed in the Harbours of *Vigo*, *Gibraltar* and *Oſtend*, at the two firſt of which Places the Ships of the *States General* aſſiſted.

And that during the War, only 25 Ships of all ſorts have been Taken or Deſtroyed by Cruiſing Ships at Sea, and of that Number only five Ships from 30 to 60 Guns.

By the Paper marked *M.* it appears that the Number of Her Majeſties Ships and Veſſels Taken and Deſtroyed by the Enemies, during the preſent War, are thirty five, thirteen whereof are Ships of the Line of Battle from 50 to 80 Guns.

The *Sixth* Obſervation is, That in the laſt War the Trade of the Nation had the Misfortune to loſe near 4000 Ships.

This appeared ſo very ſtrange to the Lords Committees, that they ſent to the Admiralty Office to be informed, if there was any Liſt of thoſe Ships, or what Grounds they had for making that Aſſertion.

The Anſwer ſent in return to this Meſſage, was a Printed Paper without any Name of the Author or Printer, in which are theſe words: *It is generally allowed, that the Number of Ships and Veſſels miſcarried ſince the War, does not fall ſhort of* 4000.

Upon Conſideration of the Paper, it appeared to be a Libel written as a pretended Anſwer to an Account publiſhed by Authority in the Year, 1695. of what Men of War and Privateers had been taken from the *French* from the Beginning of that War; and it contains in it not only Scandalous Reflections upon the Parliaments of that Reign, but notoriouſly falſe Repreſentations of Matters of Fact, which might have eaſily been known to be ſo at the Admiralty Office; and therefore it ſeems very ſtrange that ſuch a Libel ſhould be offered as a Proof to the Lords, in an anſwer which is ſuppoſed to come from that Office.

But as an Evidence that there can be no Foundation of Truth for this Aſſertion, the Lords Committees offer to your Lordſhips Conſideration, That the Number of *Engliſh* Priſoners who have been returned from *France* from

from the Beginning of this War to *December* last, amounted to 18011. and there then remained in *France* 2000 more, whereas the Number of *English* Priſoners returned from *France*, from the Beginning of the late War, until the 24th Day of *June*, 1698 did amount to no more than 15250.

And it is not probable that the Ships taken in the former War, ſhould be ſo many more than thoſe taken in the preſent (as is pretended) when the Priſoners are ſo remarkably fewer.

To the latter part of this *Sixth* Obſervation, That during the laſt War, we had the Ports of *Spain*, as well as thoſe in the *Spaniſh Weſt-Indies*, open to ſecure our Ships, not only from the Enemy, but from bad Weather.

The Lords Committees ſay two things: *Firſt*, That till now, they never heard that the Ports in the *Spaniſh Weſt Indies*, were at any time open to ſecure *Engliſh* Men of War or Merchants Ships.

Secondly, That the many great Loſſes complained of by the Merchants, appear to have been in the *Channel* and *Soundings*, and conſequently the *Spaniſh* Ports, though open, would have been no very eſſential Countenance and Protection to them.

May it pleaſe Your Majeſty,

We having thus performed what we take our ſelves to be indiſpenſibly obliged to, cannot doubt but it will be Graciouſly accepted by Your Majeſty, as coming from moſt Dutiful Subjects, who ſincerely wiſh they may never have Occaſion hereafter of making Addreſſes to Your Majeſty, but to Congratulate Your Succeſſes, or to Return our Humble Acknowledgments for the Bleſſings of Your Reign.

We beſeech Your Majeſty to believe, That none of Your Subjects do exceed us in true Reſpect to his Royal Highneſs the Lord High Admiral; his great Perſonal Virtues require it, and his near Relation to Your Majeſty makes it our Duty: And as we do not mean that any thing in this Addreſs ſhould in the leaſt Reflect upon him, ſo we are very well aſſured, his Hoyal Highneſs will never ſuffer other Perſons to protect themſelves under his Name, from a Juſt Purſuit of ſuch Faults or Neglects as immediately tend to the Ruin of Trade, and the Deſtruction of *Britain*.

There cannot be a plainer Proof, that ſome Perſons imploy'd by the Lord High Admiral, have made the worſt Uſe imaginable of the Truſt he Honours them with, than in their Preſuming to lay ſuch an Anſwer before the Houſe of Lords in his Name.

For (not to take Notice of the many things which in the Second Report have been already lain before Your Majeſty) throughout the whole Paper, there is not the leaſt hopes given, that for the future, any better Care ſhall be taken of the Trade; on the contrary, the whole Turn of the Anſwer ſeems to be intended for expoſing the Complaints of the Merchants, rather than Pitying their Loſſes. We are ſure nothing can be more Remote from the Goodneſs and Compaſſion of the Lord High Admiral's Temper, and the tender Regard he has always ſhewn for Your Majeſties Subjects.

May it pleaſe Your Majeſty,

It is a moſt undoubted Maxim, That the Honour, Security and Wealth of this Kingdom, does depend upon the Protection and Encouragement of Trade, and the Improving and right Managing the Naval Strength. Other Nations who were formerly great and powerful at Sea, have by Negligence and Miſmanagement loſt their Trade, and ſeen their Maritime Strength intirely Ruin'd. Therefore we do in the moſt earneſt manner beſeech Your Majeſty, That the Sea Affairs may always be Your Firſt and moſt peculiar Care. We humbly hope that it ſhall be Your Majeſties Chief and Conſtant Inſtruction to all, who ſhall have the Honour to be Imploy'd in Your Councils, and in the Adminiſtration of Affairs, That they be continually Intent and Watchful in what concerns the Trade and Fleet; And that every one of them may be made to know it is his particular Charge to take care that the Seamen be Encouraged, the Trade Protected, Diſcipline Reſtored, and a new Spirit and Vigour put into the whole Adminiſtration of the Navy.

Her MAJESTIES moſt Gracious Anſwer to the Addreſs.

My Lords,

I Will take Care to make the moſt uſeful Obſervations on the ſeveral Particulars contain'd and referr'd to in Your Addreſs.

It was always My Opinion, That the Encouragement of Trade and Seamen, and the good Managment of the Navy, are of the greateſt Importance to the Proſperity of this Kingdom.

And therefore you may be Aſſured, I will uſe My utmoſt Endeavours to Encourage all thoſe whoſe Duty it is effectually to perform thoſe Services.

These PAPERS *are Referred to in the Lord High Admirals* ANSWER *to the First Report of the Lords, relating to the Merchants Petition.*

A

IN the Year 1706, when Capt. *Kerr* Commanded to the *West-Indies*, and the Convoy Sail'd later than any other Year, all the Ships of his Squadron was with him at *Spithead* the 18th of *February*, except the *Dunkirk* Prize, a small Sixth Rate, and the *Assistance*; but she being in the *Downs*, several *Jamaica* Merchants delivered a Memorial the 6th of *April*, by which they declared, That the greatest part of the Trade was then with the said Ship *Assistance*, and therefore desired that Capt. *Kerr* might be stopt at *Spithead* untill they joyn'd him, for that otherwise it would be very much to their Prejudice; And as Orders were given accordingly, so did the *Assistance* arrive with the Trade at *Spithead* the 20th of *April*. Now had the *Jamaica* Merchants been in such a forwardness with their Ships, as they would have it understood they were, and that the want of Convoy was the only Occasion of their not Proceeding, it seems to be somewhat unaccountable that they did not take the Opportunity of sending their Trade to the *Downs*, and from thence to *Spithead*, under the Protection of several of Her Majesties Ships, which did at several times Sail from the *Nore* Westward, between the Months of *January* and *March*, and had Orders to take under their Care all Trade bound their way; by which means they might have joyned their Convoy at *Spithead*, and the *Assistance* (if she had not been altogether so ready) might have followed to *Jamaica*.

B

HEr Majesties Ship the *Gosport* Sail'd from *England* in Company of the *Falkland* and *Warwick*, bound to *Newfoundland*, and they were Ordered to keep Company for their mutual Security, so far as their joynt-way should lie together. On the 22d of *July*, 1706. they parted in the Latitude of 48 Degrees, 40 Minutes, and Westing from the *Lizard*, 293 miles; and the *Gosport* had then ten Merchant Ships in her Company. The 28th of *July* in the morning her Captain discovered two Ships, and the Trade sailing very heavily they came up with them, being of 54 Guns each. After a very sharp Dispute (though on such unequal Terms) the *Gosport* was taken, and eight of the Merchant Ships did also fall into the Enemies Hands; But had the *Gosport* met with the French Ships while the *Falkland* and *Warwick* were in her Company, it is reasonable to believe that the Enemies Ships might have been brought into our Ports. Besides this Ship *Gosport* had not the charge of any Merchant Ships, other than a Vessel laden with Provisions for Her Majesties Ships at *Jamaica*, which was the only reason of her being sent first thither; for otherwise she would have proceeded directly to the Capes of *Virginia*, between which she was design'd to Cruise.

C

THe Captain of the *Swiftsure*, who Commanded the Convoy to *Lisbon*, gave an Account that on the 22d of *February*, 170⅞. in the Latitude of 47 Degrees, and 4 min. North, 82 Leagues from *Plymouth*, he discovered a Squadron of 17 Sail, most of them big Ships, which steered directly for him; That thereupon he held a Consultation, and it was Determined, that by engaging the Enemy he would not only endanger the loss of both Her Majesties Ships, but the Trade also: And therefore it was Resolved to make what sail they could from them; and when they did so, Nine of the Enemies Ships chased them for some time, and the rest following the Merchant Ships, most of which by their steering Various Courses escaped: Now as there was not any Previous notice of this Squadron of the Enemies Ships, so if a greater strength had been added to this Convoy (which was not then to be had) it would have been but of little Advantage against such a Number of the Enemies Ships.

D

An Account of the Convoys appointed in the Year, 1707. *to the* Russia *Trade, and of their Proceedings*, viz.

March the 28*th*, 1707.

THe *Russia* Company delivered a Memorial this day, which they desired a particular and sufficient Convoy might be appointed to depart from the *Nore* on the Tenth of *May* following, and to stay at *Archangel* 40 days after their Arrival, for the loading of their Ships, and then to return without loss of time.

May 8th, Orders were sent this day to Capt. *Haddock* of the *Swallow*, a Ship of 50 Guns, the *Warwick* of the like Force, and the *Looe*, of 40 Guns, to proceed with the *Russia* Trade, and to remain at *Archangel* for bringing the same home, as the Merchants had desired.

May 13th, Capt. *Haddock* was directed to call at *Newcastle* for such Ships bound to *Russia* as might be there, and to take them under his Convoy; And he was afterwards directed to remain 24 hours off of *Yarmouth* Barr for the said Ships, after the Wind should be fair for their coming out, and his proceeding on his Voyage.

May 16th, This day the *Russia* Merchants desired, That the Squadron appointed to look after the Enemies Ships at *Dunkirk* might be appointed to Convoy their Trade; to which they were answered, That Monsr. *Fourbin* who Commanded those Ships of the Enemy, was at *Dunkirk*, and that the aforesaid Squadron of Her Majesties Ships was employed to keep him in that Port, or to proceed after him in case he got out, for which reason their Trade might proceed in safety with their proper Convoy: But they still desired the Squadron might proceed with their Ships, for the greater security; but were answered, that it could not be granted without the Queens particular Order: Whereupon they apply'd themselves to Her Majesty, and untill the 28th of *May* they insisted upon the *Dunkirk* Squadrons Accompanying their Trade, within which time (as it was afterwards found) Monsr. *Fourbin* put to Sea, from the aforesaid Port of *Dunkirk*, and proceeded with his Squadron Northward.

May 28th, It being not yet known that the Enemies Ships from *Dunkirk* were gone Northward, Orders were sent this day to Capt. *Haddock*, to take under his command the *Feversham*, a Ship of 32 Guns, and the *Queenbrough* a Ship of 24, and to carry them with him as far as the Northermost part of *Shetland*, for the better security of Trade, and from thence to send them to *Newcastle*, that they might put their Orders in Execution in Company of the laden Colliers to the *Nore*.

June 4th, There being now Advice that the French Squadron from *Dunkirk* was gone Northward, Orders were this day ſent to Sir *William Whetſtone*, to take under his command the *Swallow*, *Warwick*, and *Looe*, (the proper Convoy to the *Ruſſia* Trade) as alſo the *Feverſham* and *Queenborough* (*Newcaſtle* Convoys) and with them and the other Ships hereafter mentioned, *viz.* The *Dreadnought*, *Mountague*, *Bonadventure*, *Weymouth*, *Worceſter*, *Tyger*, *Briſtol*, *Rocheſter*, *Colcheſter*, *Portſmouth*, and *Ludlow-Caſtle* to proceed with the *Ruſſia* Trade as far as *Tinmouth* Bar, and then to ſend the *Feverſham* and *Queenborough* to *Newcaſtle*. With the reſt of the Ships under his command he was Ordered to remain off of *Tinmouth* Bar 24 Hours, and then to proceed with the Trade as far as the Northernmoſt Part of *Shetland* (which was as far as the Merchants deſired, for they ſaid they could then proceed ſafe with their appointed and proper Convoy) and then to part with the *Swallow*, *Warwick*, and *Looe*. Sir *William Whetſtone* was alſo ordered to Attack the Enemy if he met them in his Paſſage, or had any Intelligence of them; and how far he put theſe Inſtructions in Execution, and that he proceeded with the *Ruſſia* Trade as far as the Merchants deſired, may be ſeen by the copies of his two Letters. No. 1. & 2.

July 17th, 1707. A Letter was received from Capt. *Haddock*, Commander in chief of the *Ruſſia* Convoy, from the Bar of *Archangel*, giving an Account of his Proceedings ſince his parting with Sir *William Whetſtone*, of his meeting the Enemy who did not think fit to Attack him, and of his ſafe Arrival with the greateſt part of the Fleet; As alſo the Negligence or Wilfulneſs of ſome of the Maſters of the Merchant Ships that fell into the Enemies Hands; a copy of which Letter is ſent with this Paper No. 3. as alſo of another from him, No. 4. and a Letter and Affidavit from Col. *Villers*, then Governor of *Tinmouth*. No. 5.

Auguſt 7th, The Company delivered a Memorial this day, by which they deſired that a ſufficient ſtrength might forthwith Proceed to *Archangel* to joyn the Convoy there, which together with the *Dutch*, might be able to Protect their Fleet from the *Dunkirk* Squadron, and declared their Opinion, that if the *Dutch* had eſcap'd the Enemy, Three or Four Men of War joyn'd to them, might be a good ſecurity conſidering the ſeaſon of the Year; and in the mean time they deſired that a clean Frigate might be ſent to *Archangel*, with Orders to the Convoy there to joyn the *Dutch*. To which they were Anſwered, That there was no Squadron of her Majeſties Ships within reach ſuperior to the Enemy, that could be preſently ſent on this ſervice.

Auguſt 7th, Upon the *Ruſſia* Company their receiving Intelligence, that ſome of their Ships had fallen into the Enemies Hands, and their deſire therefore leſt Capt. *Haddock* might be intercepted by them, in his Paſſage home, Orders were ſent to him, to joyn with the Ships of the *States General*, appointed to Convoy home their Trade from *Archangel*, and he was directed to acquaint the Commodore of the *Dutch* Ships with the Reaſons thereof. He was alſo further Ordered, if the *Dutch* had no Ships there, to remain untill he judged by the Intelligence he might receive, or otherwiſe, he might come home without any hazard from the Enemies Ships, but withal to have an eſpecial regard, not to ſtay ſo long at *Archangel* as might hazard his Wintering there. Theſe Orders were ſent and delivered to him by the Captain of the *Flambourgh*.

Auguſt 23d. 1707. Upon Application this day from the *Ruſſia* Company, Orders were ſent to Sir *William Whetſtone* at *Newcaſtle*, and a Duplicate thereof to *Yarmouth* Roads, to cauſe 6 Fourth Rate Ships of his Squadron, to be forthwith Victualled out of the reſt, and then to ſend them without loſs of Time as far towards *Archangel* as *Kildine*, in the *White Sea*, with Directions to them to Cruiſe there, in the fair way of the Fleet expected from *Ruſſia*, and upon meeting them, to Convoy them to the *Buoy of the Nore*. Accordingly there were 6 Ships ſent on this Service, under Command of Capt. *Mighells* of the *Dreadnaught*; and of his being driven into *Leith*, as alſo the Advices he received of the *Ruſſia* Fleet being paſt by in their way home, and of his whole Proceedings thereupon, it is Inſerted in the Copy of his Letter, herewith tranſmitted to their Lordſhips No. 6.

17th *September*, Upon the deſire of the *Moſcovia* Merchants, ſince the Seaſon of the Year was ſo far advanced, Orders were ſent to Sir *William Whetſtone* to direct the aforeſaid 6 Ships to Cruiſe 30 Leagues N. N. Eaſtward of *Shetland*, till the middle of *October*, then between the *Stadtland* and *Shetland*, till the 25th of the ſame Month, and afterwards 25 Leagues off of *Buchaneſs*.

Capt. *Haddock* of the *Swallow*, with the *Warwick* and *Looe*, ſailed from *Archangel*, the 3d Day of *September* with 66 *Engliſh* Merchant Ships, and 10 *Dutch*, as alſo 12 *Hamburghers*, with a Ship of War of 50 Guns, that kept him Company, and the *Flambrough* joyn'd him off of *Catneſs*. By the Intelligence he had before he ſail'd, he judg'd the Enemy had left the Cape of *Lapland*, and therefore did not think proper to ſtay for the *Dutch*, ſince they could not be ready in any time to come away, for they arrived not till the middle of *Auguſt*.

The Uſual Convoys to Ruſſia, *viz.*

In the Year 1702.

Rate.

4 — *Rumney.*
Woolwich.
5 — *Lynn.*
Ludlow.

1703 — 4 — *Reſerve.*
Worceſter.
5 — *Winchelſea.*
6 — *Deal Caſtle.*
4 — *Falkland* — } Sent the latter end of the
5 — *Charles Galley* } Year to look out for them.

1706. — 4 — *Ruby.*
Scarbrough
4 — *Bonadventure* — } Capt. *Berry* being inform'd of a Squadron of the Enemy in the North Sea,
5 — *Feverſham* — } bore away for *Lieth* Road, and theſe two Ships, being the *Newcaſtle* Convoy, were Ordered to join him.

Rate.

1704. — 4 — *Portland.*
Reſerve.
5 — *Folkſton.*

1705. — 4 — *Tilbury.*
Crown.
5 — *Kinſale.*
4 — *Romney* — } Sent to look
5 — *Winchester* — } out for them.

1707. 4 *Swallow*, *Warwick* } And they were Convoyed to the Northermoſt Part of the Iſland of *Shetland*, as above.
5 *Looe*
6 *Flambrough* This Ship joyn'd them.
4 *Dreadnought*, *Mountague*, *Tyger*, *Rocheſter*, *Leopard* } Theſe Six Ships were Ordered to Cruiſe for the Trade, on the Stations the Merchants deſired, as hath been before mentioned.
5 *Portſmouth*

No. 1.

SIR,

I Take the Opportunity of this fair Weather, to ſent a Boat aſhore with this Expreſs, to inform you of our Return from the *Ruſſia* Fleet, which we parted with on the 20th *June* in the Evening ſomething further Northerly than *Shetland*; they had a very fair Wind, which continued with them for ſeveral days, and I doubt not but they were in a very fair and ſafe way to obtain their Paſſage for *Archangel*. I left them 74 ſail in Number. We have heard of Monſieur *Fourbin*'s being out with Eleven ſail of Men of War, being joyned with Three from *Breſt* of 66, 60 and 50 Guns the *Salisbury* is the ſmalleſt Ship of them all; ſome think he is gone North about *Scotland*, but his Deſign is kept mighty ſecret at *Dunkirk*, and by the Governors inquiry of Veſſels that come there, his return is expected. I am now making the beſt of our Endeavours to get *Owſley-Bay*, in order to Revictual, as directed by my Inſtructions; our Ships are all in want of Beer, and 2 Months Proviſions; I hope the Commiſſioners of the Victualling will take care to ſupply us, and that ſtores may be ſent from the Navy-Board, eſpecially Colours, and Sails particularly for this Ship.

We have brought in with us Three great *Dutch* Flyboats, laden with Sugar from *Surrinam*, having on Board them 3000 Hogſheads, taken by two French Privateers of 22 and 26 Guns, which we chaſed, but could not come up with them, but theſe we retook, and a *Dutch* Dogger with Herrings, and 2 ſmall Privateers, of which I ſhall give you a more particular Account by my next. The *Ruſſia* Convoy and Merchant men, thought themſelves in good ſecurity when we Parted with them, we have had an Extreme cold Summer in theſe Northern Latitudes. *I am*,

Your Honours, &c.

On Board the Dreadnought *off* Leoſtoff, July 8th, 1707.

Joſiah Burchett, *Eſq*; *Secretary to his Royal Highneſs.*

Wm. Whetſtone.

No. 2.

SIR,

BY way of *Loeſtaff*, I yeſterday gave you Account by Expreſs of our Return from the *Ruſſia* Fleet, which we left in the Latitude of 63, all in good condition, I went ſomewhat further with them than directed in my Inſtructions, becauſe we have heard of 14 ſail of Ships, that laid N. E. of *Shetland*, which ſince we find to be the *Dutch* Rear Admiral and his Squadron, conſiſting juſt of that Number, who now is cruiſing on the North part of *Scotland*. In our paſſage to and again, we happened to take 3 ſmall Privateers, whoſe Names are in the incloſed Paper, as is alſo the Names and Lading of 3 great *Dutch* Fly-boats laden with Sugar from *Surrinam*, and taken by 2 *French* Privateers 10 days before we met with them, there is alſo a Dogger partly laden with Herrings, which we retook at the ſame time. By the Lieutenant of one of the Privateers, which had taken the Dogger, and 6 days before came out of *Dunkirk*, gives a Report that Monſ. *Fourbin* juſt before he ſailed, was joyned with 3 Ships of War from *Breſt*, of 66, 60 and 50 Guns, which made up his Number 11 ſail of Men of War, the *Salisbury*, being the leaſt of them; they ſhould have been 12, but one of them, which they left behind, was ſo diſabled in the Fight with the *Hampton Court*, &c. that ſhe could not be fitted out. Moſt think that Monſ. *Fourbin* is gone North about *Scotland*, but which way ſoever, his Deſign is kept wonderful private in *Dunkirk*, *I am*, *Sir*,

Yours, &c.

Dreadnought *in* Owſley-Bay July 9th, 1707.

Joſiah Burchett *Eſq*; *Secretary to his Royal Highneſs.*

Wm. Whetſtone.

An Account of the Privateers and Prizes brought in.

THE *Hope* of *Callis*, *Peter Leave* Commander, 4 Guns, 2 Patateroes, 38 men, delivered at *Newcaſtle*.
St. Joſeph of *Newport*, *Anthony Carroon*, Commander, 2 Guns, 40 men.
Revenge of *Dunkirk*, 2 Guns, 35 men,

Retaken
- *Young Iſaac* of *Amſterdam*, burthen about 500 Tuns, a new Ship, 14 Guns, 970 Hogſheads, of Sugar on Board.
- *Jonathan* of *Amſterdam*, *Daniel Young* Commander, from *Ditto* Place, 890 Hogſheads of Sugar.
- The *Land Welfare* of *Amſterdam*, *Cornelius Thomas* Commander, from *Ditto*, with 940 Hogſheads of Sugar.
- The *Crane* Dogger, *Peter Cornelius* Maſter, of *Maezland Sluce*, 120 Barrels of Herrings.

No. 3.

Honoured Sir, Swallow *off of the Bar of* Archangel, 18th July, 1707.

I Came to an Anchor off of the Bar of *Archangel* the 15th Inſtant, with the Men of War, and 55 Sail of Merchant men arrived in our Company the 11th off of *Kildine*; about Two in the Afternoon it clearing up after a Fog, we ſaw Five ſail of Ships ſtanding off to the Northward, that hoiſted *Dutch* Colours, and an *Engliſh* Pink following them, and Two more Ships were ſeen farther to Leeward, we approached

ed them for the French, having heard several Guns in the Forenoon, they took in their small Sails, still Strecht off, but Pay'd away more large; we stood in for the Shore, but upon a Consultation with the Captains of the *Warwick* and *Looe*, came to a Resolution of bearing away, the Wind continued Fair, and a fresh Gale, and afterwards proved thick Weather, so past them, and are got safe hither: I am informed they were seen to Stand in for the Land again, and that they made in the morning the private Signal that I had given out to the Trade, which I shall alter homeward bound; Two Ships that I fired at to bring too, which took no notice of it, I am told are taken. Whatever Misfortune befalls any of them, is owing to their leaving the Convoy, and the little regard they have shewn to the Signal that have been made them. I have no certain Account as yet who are missing, 74 Sail were under our Convoy, 67 of which came for Instructions, 'tis said not above 8 or 9 Sail are wanting. *So I remain, Sir,*

To Mr. Burchett. *Yours, &c.*

Rd. Haddock.

No. 4.

Honoured Sir,

I Send this by an Express, and pray you will Acquaint his Royal Highness and the Council of my Arrival in *Grimsby* Road with the Men of War, and homeward bound Trade from *Russia*.

We Sailed from the Bar of *Archangel* the 3d of *September* last the Fleet consisting of 92 Sail in all, *viz* 66 *English* Merchant Ships, 10 Dutch that had Wintered there the last Year, and 12 *Hamburghers* under Convoy of a 30 Gun Man of War, who came in Company with us: The *Flamborough* join'd me that Night, off of *Carnoss*, by whom I am favour'd with yours, and receiv'd the Prince's Orders of the 7th of *August* from *Windsor*.

By the Intelligence we had, I concluded the *French* Squadron had left the Coast of *Lapland*, and the *Dutch* Men of War not arriving till the middle of *August*, there could be no thoughts of staying for them. We had a very favourable Passage out of the *White Sea*, and about the Cape till got to the Southward of *Shetland*; since that we have met with contrary Winds for a long time, and a great deal of bad Weather; the 9th of last month put into *Shetland* being 68 Sail, 55 of the Trade, besides the 4 Men of War, and 9 *Dutch*, with whom we have lately fell in with 4 of the *States* Ships that were Cruising to the Northward off of the *Dogger Bank*, to look for their Trade: We were Ten Days in *Shetland*, and by stormy Weather since, about half a score Sail more are seperated; so that but 45 Sail of the Trade are got in here with us: I hear some arrived and hope the rest will get all well home.

I doubt not, but you have had an Account that Monsieur *Fourbin* took and destroyed 17 of the *Dutch* outward bound *Russia* Ships. As soon as Wind and Weather Permits, I shall take care to Prosecute my Orders in the interim, *I remain Sir,*

Swallow *in* Grimsby *Road this* 3d *of* November, 1707. *Yours* &c.

Rd. Haddock.

Josiah Burchett *Esq; Secretary to his Royal Highness.*

No. 5.

Tinmouth-Castle, August 1st, 1707.

SIR,

LAst Post, I gave you an account of the misfortune that happened unto our *Russia* Fleet, but for fear of making the Post wait, I omitted giving an Account of the Men of War, which is as followeth; Admiral *Whetstone* Convoyed the *Russia* Fleet between the Islands of *Shetland*, and kept the Fleet company until they were out of sight of the Islands, and then he left them, and Two Days after he left them, the Commander of the *Russia* Fleet made a Signal by hoisting and lowering his Colours Eleven times after one another; which the *Russia* Fleet did own was to Acquaint them, that there were Eleven Sail in sight, but they hearing no more of them for two Days together, and being within One Hundred Leagues of *Archangel* did trust to their Sailing, so made the best of their Way; I mean those Ships that had the misfortune to be taken, which I gave you an account of in my last; and after they were taken, did see the Three Men of War with the rest of the Fleet come in sight, and that the *French* Men of War were very near them, and that the Three *English* Men of War lay by, in order for to fight them, and in the mean time the *Russia* Fleet made the best of their Way for *Archangel*; and when the Fleet was pass'd at some distance, the Men of War did follow to take care of them; the *French* Fleet not thinking fit to Engage them, and the *French* Men of War went into *Cailden* Harbour to clean. The Masters and Sailors give a very good character of the Conduct of their Convoy, and withal connot but own, That if they had kept their Convoy company, that they had not been so great Sufferers, and those that were in *Cailden* Harbour thought themselves safe enough, being in the *Czar's* Country. They told me that the *French* Men of War did own that they did see them when they went between the *Shetland* Islands, and if they had gone without the Islands they must have fallen in with them; the French Men of War also told them, that they did see them part with Admiral *Whetstone*, and then they made the best of their way for the Coast of *Cailden*, knowing that the Fleet must pass by there, and they told the *Russia* Masters, that they had Orders from the Masters to Destroy the *Russia* Fleet, if that it was in the Sound it self; this is the Account I can give, *who am Sir*

To Josiah Burchett *Esq; Secretary to his Royal Highness.* *Your Humble Servant*

Hen. Villers.

SIR, *August* 2d, 1707. *Northumberland.*

WHereas information hath this day been made before me, One of Her Majesties Justices of the Peace for the said County, by Mr. *John Bryan* Master of the Ship called the *Vigilancy* of *Lynn*, and *Ninnion Masters*, Master of the *Ninnion* and *Benjamin* of *London*, and *Thomas Reaford* Master of the *Elizabeth* of *London*, and *John Hill* Master of the *Friendship* of *Ramsgate*, That between the Ninth and Sixteenth of *July* last past, that near *Calden* in *Lapland* 69 deg. 30 min. the said Masters were taken by a *French* Squadron

dron consisting of 7 Sail from 44 to 60 Guns; 3 of the said Ships they knew to be the *Blackwall*, *Salisbury* and *Jersey*, the other four the *Mars*, (which was commanded by Admiral *de Fourbin*) the *Pretty* the *Griffin*, and the *Adrian*, and that the First of the said Masters Ship was bought for 300 Crowns, in Order for Transportation of 205 Prisoners, which the Admiral has the Masters Notes for, and left the said Squadron under the Island of *Kildin* the 19th of *July* last, where the said *French* Ships were cleaning, and declared that they had 3 months Provisions with them when they left them, and expected 2 Men of War more to joyn them, which were Disabled and sent to *Norway* to be Refitted, which said Men are Landed here in *North-shields*, this 2d of *August*. They do further make Oath of what they knew of the rest of the Fleet, as will appear by the other side.

The Masters whose Names are in the other side, do further make Oath, that *Joseph Kell* Master of the *Liddel* of *London*, *Richard Norman* Master of the *Snow* of *Lynne*, *Nicholas Constant* Master of the *Thomas* and *Henry* of *Margets*, *Thomas Linskin* Master of the *Milford-Castle* of *Whitby*, *Benjamin Laxtin* Master of the *Gee* of *Belfast*, *Millami* Master of the *Africa* of *Whitehaven*, and *Dennis Roughton* Master of the *Concord* of *Whitby*, which Masters are arrived in the aforesaid Ship. They further make Oath, That *George Forster* Master of the *Loves Encrease* of *London*, *Edward Harley* Master of the *Anne* of *South-shields*, and *Richie* Master of *London*, and several Merchants which were in *Richie's* Ship, took their Passage from *Lapland* to *Archangel* with the last three Masters; there was also One *Hamburgher* taken, and a Ship belonging to the Czar, which last Ship they burned, and also *Richie's* Ship full of Goods, and declared they would burn all the other Ships, and further these Deponents say not.

Capt' & Jur at' coram me
2. die Aug. 1707.
Henry Villers.

John Bryant,
Thomas Redford,
Ninnion Masters,
John Hill.

No. 6.

Honoured Sir,

THese came to acquaint his Royal Highness, That on the 16th of *October*, I met with 5 *Russia* Ships under-mentioned, in the Latitude of 62. 15. about 30 Leagues off of *Shetland*, which were separated from their Fleet on the 2d, in the Latitude of 58. 40. being a hard Gale at S. E. and they being to Leward, and a Stern of their Fleet, and could not weather *Shetland*, and so drove to the Northward again, between *Fowle Isle* and *Shetland*; and they say they are sure, they were the Northermost Ships of their Fleet. On the 22d I met with two *Hambrough* Ships from *Russia*, about 20 Leagues off of *Shetland*, in the S. by W. ½ W. of me, and they were parted from their Convoy the Third, and they believe they were the Northermost of their Fleet; and further say, That they believe the 5 *English Russia* Ships are the Northermost, as aforesaid, they seeing them at the time when they parted from the rest of the Fleet. I have met 3 *Dutch Sirinam* Men at several times, bound home to the Northward of *Shetland*, which have been beating with contrary Wind, sometimes between *Shetland* and the Coast of *Norway*, and they have seen no Ships besides us. On the 26th being a hard Gale at S. S. W. at 9 in the morning, being under my Main-sail and Mizon, 4 of my Main-shrouds broke, that in less than half an hour the Main-mast went by the Board, at the Partners of the Upper Deck; and on the 28th at night, being under a Fore-sail and Mizon, 4 of my Fore-shrouds broke, so that I was very near loosing my Fore-mast. After I lost my Mast, 2 *Dutch* Ships, and the 2 *Hambrough* Ships separated from me. I was detained to the Northward of *Shetland* till the 28th by contrary Winds; and depending on the News I had from the *Russia* Ships, I made the best of my way to the Southward, the Wind being so far Westerly, and blowing hard, and most over on the Coast of *Norway*, could not fetch *Shetland* to call in there; and the *Frith* being the first Land I made, and the Wind coming to S. S. W. I put in here; and hearing no News of the Fleet's Arrival, I desire to know how I shall proceed, it being all the Captains Opinions, we shall remain here for an Answer; for they may be past, tho' we may have no News of them here. In case they should not be arrived, and the Squadron should go to the Northward again, my Ship is not in a condition to go; for my Main-topsail, with 3 Reefs, is now my Main-sail. I got in here with the Squadron, and 5 *Russia* Ships, and a *Dutch West-India* Ship, this Afternoon.

I am,

Dreadnought, *Leith* Roads,
November 3. 1707.

Honoured Sir,
Your most Obedient Servant,
James Mighells.

Josiah Burchett, Esq; Secretary to his Royal Highness.

John Hammond,	*John* and *Mary*	They say they have all Stores for the Navy.
Peter Dawgins,	*Thomas* and *Elizabeth*,	
Frantis Rogers,	*Crown*,	
John Moore,	*John* of *Burlington*,	
Thomas Hunt,	*Providence*.	

E.

HER Majesty's Ships the *Cumberland*, *Devonshire*, *Royal-Oak*, *Ruby* and *Chester*, which were two of 8 Guns, one of 76, and two of 50 Guns each, sailed from *Spithead*, on their way towards *Lisbon* the 7th of *October*, 1707. and were off of *Plymouth* the 9th, and unfortunately fell in with the Enemy the next day; but before they sailed from *Spithead*, Capt. *Edwards* of the *Cumberland* (who commanded in Chief) was directed to call at *Plymouth* for the Ships hereafter mentioned, *viz.* the *Dover*, *Hampshire*, *Salisbury*, *Antelope* and *August*, each of 50 Guns; as also the *Charles* Galley, and a Fireship, but they were sailed into the *Soundings* unknown to the Admiralty, before he came off of that Port, by order of Capt. *Evans* (except the *Dover* and *August*, which were disabled, and a Fireship) they being part of his Squadron, and the only Ships thereof which the bad Weather had left in any condition for the Sea; nor were the

any Ships at *Portſmouth* or *Plymouth*, which could be joyned to this Convoy, except the *Northumberland*, one of thoſe that were particularly ordered to be got ready for Service in the *Mediterranean*; and ſo little Proſpect was there of the Conjunction of the Enemies Squadrons, that except the Intelligence from *Breſt* of the $\frac{17}{28}$ of *September* (received from the Earl of *Sunderland*'s Office) That Monſ. *Fourbin* arrived there the 26th that he would Careen all his Ships, and put to Sea again in a Month or 5 Weeks; there was no Advice of any of the Enemies Ships in thoſe parts, more than what the Captain of Her Majeſty's Ship the *Canterbury* gave, (*viz.*) That on the 10th of *Septemb.* 1707. he ſaw 4 Ships of War, from 60 to 40 Guns, beſides one that bore a Flag at Mizon-Top-Maſt-head, and ſome Merchant Ships: And theſe Ships were part of the Squadron Commanded by Monſ. *Fourbin*, with the Prizes he had taken at *Kildine*, going to *Ruſſia*, with which he was going to *Breſt*.

F.

Admiralty-Office, 31. *January*, 170$\frac{4}{7}$.

An Account of what Convoys have been appointed for the Portugal *Trade the laſt Year, the Times that were fixed for the Sailing of ſuch Convoys, and upon what Day they did actually Sail, with what Notice was given to the Merchants of ſuch Convoys prepared purſuant to a Precept from the Committee, to whom the Petition of the Mayor, Magiſtrates, &c. of the Borough of* Clifton, Dartmouth, Hardreſs, *&c. is referred relating to the Trade of* Newfoundland.

19. *Feb.* 170$\frac{5}{6}$. THE *Portugal* Merchants by Petition deſired, That a Convoy might be appointed to ſee their Trade from *Plymouth* thither; and that their Ships might be ſeen over the reſpective Bars of *Viana*, *Figuera*, and the other Ports, and ſuch Ships as might be there to *Lisbon*; and Mr. *Shepheard*, and ſeveral other Gentlemen, came to the Office with the ſaid Petition.

It was thereupon reſolved, That Orders ſhould be ſent to Capt. *Price*, who Commanded the firſt Squadron bound to *Lisbon*, to take the *Portugal* Trade under his Convoy; and to ſend either the *Litchfield* or *Hampſhire*, to ſee all the Ships in ſafety bound to the ſeveral Ports between the North Cape, and the Rock of *Lisbon*; and then to repair to *Lisbon*, and join the other Convoys; and Directions were ſent to Capt. *Price* accordingly the 19th of *February*, 170$\frac{5}{6}$.

25 *February*, This day Capt. *Price* in the *Somerſet*, together with the *Royal-Oak*, *Ipſwich*, *Reſolution*, *Hampſhire*, and *Litchfield*, ſailed from *Plymouth*; and the *Litchfield* ſaw 24 of the Merchant Ships ſafe into their Ports, between *Viana* and the *Burlings*; and there being but one Sail ready to proceed from thoſe Parts, ſhe carried her to *Lisbon*, where Capt. *Price* arrived the 10th of *March*, with 70 Merchant Ships and Tranſports.

Beſides this Mr. *Burchett* did, by Command of his Royal Highneſs, write a Letter to the *Dutch* Envoy, and deſired him, That the Ships of the *States General* bound to *Lisbon*, might be directed to call at *Plymouth* for our Trade, the which they did; and they, in Company of Her Majeſties Ship *Northumberland*, ſailed from *Plymouth* the 9th of *January*, 170$\frac{5}{6}$.

27 *March*, 1706. This day Sir *George Bing* was off of *Plymouth* with a Squadron bound to *Lisbon*, and was joined by the Trade from thence, which with thoſe he carried from *Spithead*, were upwards of 100 Sail.

18 *June*, 1706. This day the *Expedition*, *Glouceſter*, *Angleſea* and *Litchfield*'s Prize, ſet ſail from *Lisbon*, and arrived off of *Plymouth* the 17th of *July*, with 160 ſail of Merchant Ships.

July, 1706. The Merchants Trading to *Portugal* petitoned Her Majeſty, and repreſented the Inconveniencies from the want of timely Convoy, both Out and Home; and prayed therefore, that the ſaid Convoy might conſiſt of one Third Rate, two Fourth Rates, and two Fifth Rates, to be diſpoſed of in the manner following, *viz.*

1. The two Fifth Rates to ſee the Trade into *Viana*, and the other Ports, and the other three to *Lisbon*; but if any Ships were bound to *Faro*, that one Ship of War might ſee them thither.——That this Convoy might be ready to ſail from the *Downs* the firſt fair Wind after the 15th of *Auguſt*, and to return immediately from *Lisbon* with ſuch Trade as ſhould be ready.

2. That the Convoy might be ready to ſail again the firſt fair Wind after the 15th of *Novem.* and bring home immediately all Ships that ſhould be Loaden, which would be thoſe they carried out in *Auguſt*.

3. That the Convoy might be ready to ſail again the firſt fair Wind after the 15th of *February*, and bring home the Ships they ſhould find Loaden; and ſince the Ships that would then go out could have no Freight home till the next Vintage, there would be no further occaſion of Convoy from *Portugal*, till the 15th of *Auguſt* next following.

This Petition was referred by Her Majeſty to his Royal Highneſs Lord High-Admiral, and the Prince Reported to Her Majeſty, That he had no objections to the Convoys the Merchants propoſed, provided the other Services would admit thereof; and that as they deſired, a Convoy ſhould be going to *Lisbon* the beginning of the next month.

24 *July*, 1706. It was this day determined, That Orders ſhould be given to the *Warſpight* and *Norfolk*, two Ships of the 3d Rate, that when they joyned at *Spithead*, they ſhould take under their Protection the Trade bound to *Portugal*; and calling at the ſeveral Weſtern Ports as far as *Plymouth*, carry all the Trade from thence alſo to *Lisbon*; but that the *Warſpight* ſhould ſee the Merchant Ships to *Viana*, *Oporto*, &c. and then repair to *Lisbon*, and joyn the *Norfolk*, and both of them come from thence with the Trade to *England*, in five days after the arrival of the *Norfolk*, or ſooner, if the *Warſpight* joined her at *Lisbon* before.

18 *October*, The *Norfolk* and *Warſpight*, as alſo the *Exeter* and *Swallow*, ſailed from *Plymouth*, and took from *Spithead*, and the ſeveral Weſteren Ports, all the Trade which was bound to *Portugal*, and in a readineſs to accompany them; but the *Warſpight*, *Exeter*, and *Swallow*, meeting with bad Weather, which much diſabled

disabled them, they were obliged to return to *Plymouth* to refit; and the *Norfolk* proceeded on with the Trade, and arrived at *Lisbon* the 10th of *November*, and the very day that these Ships sailed from *England*, (*viz.* the 18th of *October*) the *Pembroke*, *Tyger*, and *Mary* Galley came from *Lisbon*, and arrived in *Torbay*, the 7th of *November*, with what Trade was ready to come under their Convoy.

Note, That his Royal Highness finding the *Norfolk* and the other Ships lay at *Spithead*, and that they did not proceed on their Voyage when the Fleet sailed from *Torbay* with Sir *Cloudesly Shovel*, his Highness Demanded of Capt. *Wynn* (who commanded in chief) his Reasons for so doing, who returned an Answer, That when the Wind came up fair, he made a signal for the Merchant Ships to come out of the Harbour, into which they had been by bad Weather forced to retire, but that few of them got out that day; and that towards the Evening it blew so very hard, that none of them could stir: That the next day the Weather was more moderate, and several of the Merchant Ships got out; but that on the third, at 6 in the morning, the Wind came to W. by S. and prevented his sailing that day as he designed, and so it continued until he received Orders for stopping him, which was on the 7th, upon account of the Advice, That there was a Squadron of French Ships in the *Soundings*.

The 8th of *October*, The *Portugal* Merchants were acquainted by Letter, with the Advices received of a Squadron of French Ships to the Westward; and that thereupon, the *Lisbon* Convoy was stopt at *Spithead*; and they were told, the *Nassau* and *Swallow* were ordered to joyn the said Convoy at *Spithead*, in order to their accompanying them as far as the Latitude of Cape *Finister*.

The 9th day of *Octob.* Several Merchants Trading to *Portugal* came to the Office, and were acquainted, That the Prince had appointed the *Nassau* and *Swallow* to strengthen their Convoy; and some of them desiring that the Convoy might not be stopt for those 2 Ships, and others insisting on the contrary, they were desired to give what they requested in writing, and put their hands thereunto, the which they promised to do.

The next day, being the 10th of *Octob.* Several Gentlemen Trading to *Portugal* attended with a Petition, signed by Sir *John Houblon*, Sir *Edmund Harrison*, and many others, in relation to their Convoy then at *Spithead*; the which Petition was read, and they were acquainted, That there was no further Intelligence of the before-mentioned French Squadron.

They were desired to give their opinion in Writing, whether the Trade should sail with the 2 Men of War, as was first designed, or stay for a Reinforcement, which most part of them declined to do; and as some, who were concerned in the Corn-Vessels, desired that 2 Men of War might sail with the Trade; so were others, concerned in the Woollen-manufacture, of a contrary opinion; so that not agreeing amongst themselves, they were desired to withdraw, and set down what they had to purpose in writing; whereupon most of the Merchants went from the Office; but Mr. *John Lambert*, and five others signed a Paper, desiring that such further Reinforcement might be added to the 2 first Ships as could be allowed, provided the Convoy might be ready to sail the next Week; but rather than any further delay should be made, they desired the Trade might then proceed with the present Convoy.

Now since there was no further Account of the Enemies Squadron in the *Soundings*, Orders were sent the 12th of *Octob.* 1706. to Capt. *Wynne* of the *Norfolk*, to proceed with her, the *Warspight* and *Exeter*, according to former directions, without making any stay for the *Nassau* or *Swallow*, and to send back the *Exeter* when he came into the Latitude of Cape *Finister*; but that if the *Nassau* and *Swallow*, or either of them, did timely join him, he should take them with him into the aforesaid Latitude; and accordingly they proceeded on their Voyage in the manner before mentioned.

11 *Novem.* 1706. The Merchants Trading to *Portugal* were acquainted, That the *Torbay*, *Chichester*, *Restoration* and *Elizabeth*, were under Orders to proceed from the *Nore* to *Spithead*, and that from thence they would sail to *Lisbon*; accordingly Sir *Thomas Dilks*, who commanded the aforementioned Ships, was under sail from *Torbay* the 16th of *January*, with 120 sail under his Convoy, 10 whereof joined him from *Topsham*.

An Account of what Notice was given to the Merchants Trading to Portugal, *relating to the Convoys for the same Year*, 1706.

15 *Nov.* 1705. THey were desired to hasten their Ships to the *Downs*, that so they might take the Benefit of the Coast-Convoy from thence to *Spithead*, in regard the *Lisbon* Convoy was to proceed from thence with all speed.

23 *Nov.* 1705. The Merchants were acquainted, That the Convoys bound to *Lisbon* would be ordered to take particular care, to see such Ships and Vessels to *Viana*, *Oporto*, *Aviero*, and *Figuera*, as should be bound thither.

25 *July*, 1706. They were acquainted, That the *Norfolk* was added to the Convoy now designed for *Lisbon*, and that it was intended they should sail by the beginning of the next month.

12 *Octob.* They were desired to hasten their Ships, for that the Convoy from *Spithead* would be ordered forthwith to sail.

25 *Oct.* The Merchants were informed, That it was designed a Convoy should sail to *Portugal* the 15th of the next month.

13 *November*, Intimation was given to them, That the Convoy designed to *Lisbon* had Orders, so soon as they came to the *Nore*, to proceed to *Spithead*, and from thence on their Voyage, and that if they had any Trade ready to proceed to *Portugal*, it was necessary the same should be hastened to the *Nore*, to take the Benefit of the Convoy.

18 *November*, 1706 They were desired to get their Ships in the River, bound to *Portugal*, to the *Buoy of the Nore* by this day fortnight; for that the Convoy was to sail from thence to the *Downs* the first fair Wind after that time, and so to *Spithead*, and then forward on their Voyage.

5 *December*, They were further acquainted, That the *Winchelsea*, and *Childs-play*, as also the St. *Albans*, and *Anglesea*, were under Orders to proceed from the *Nore* to the *Downs* over the *Flatts*, and to Convoy all Vessels ready to sail with them bound to *Lisbon*, &c. and as far as *Spithead*, and this notice was given to them, that they might get their Trade timely at *Spithead*, to proceed to *Lisbon* under the Protection of the *Swiftsure* and *Warspight*, which stayed there to Convoy the Ships with Bread to *Spain*.

G

THE *Suffolk* and *Bristol* passed by *Spithead* in a hard Gale of Wind, and in thick Weather, so that they could not with Safety make any Stay, although they had Orders.

As to Sir *Thomas Hardy* his passing by *Spithead* with the Ships from *India* without calling for the Trade, he gave an Account in his Letters, That on the Third of *March*, 1706-7. he was off of the *Isle of Wight* with 63 Sail of Merchant Ships, several whereof had received great Damage, insomuch that the Ships of War were obliged to take them in Tow. That in the Evening it blew very hard at West by South, which obliged him as soon as 'twas Light to make the best of his way to the *Downs*, for Security of Her Majesties Ships and the Trade.

The

The *Southampton* (one of the Ships mention'd) was, with the *Lizard*, a Standing Convoy to the Trade betwixt *Exeter* and *Milford*; Nor had she been at *Spithead* at that time, were it not to Pay the men belonging to her, to the time that other Ships of the Fleet were Paid.

The *Anglesea*, the Merchants say, lay at *Spithead* ready Fitted a considerable time, was One of the Ships appointed for the Convoy to *Turky*, which Convoy Sailed from *Plymouth* the beginning of *February*, 1706-7. and in 4 or 5 days after met with such bad Weather that some of them lost their Masts, and were obliged to return to *Plymouth*; And One or Two of the Merchant Ships being forced to *Portsmouth*, the aforesaid Ship *Anglesea* was Ordered from *Plymouth* for them.

It is also Alledged, That during the time the Trade lay at *Portsmouth* for want of Convoy, several Frigats Sailed from thence, and Cruised as far as *Dungeness*.

Those Frigats were Ordered to Cruise, and clear the Coast of Privateers, but not thought a sufficient Security for this Trade. The *Ruby* and *Feversham* being then under Orders to Convoy them, but upon Application from several Merchants were sent to *Topsham* to bring the Trade from whence bound East-ward to *Portsmouth*, and to call there for the aforementioned Merchant Ships, which Service they did perform.

And as for the other Ships of War, which the Merchants Affirm were at *Spithead* between the aforesaid Month of *December*, 1706. and the 24th of *April* following, great part of the said Ships were in *Portsmouth* Harbour, and not in a Condition to go out to *Spithead* for want of men; Others were Fitting out for the *Mediterranean*, and Likewise in want of men to Sail them. A small Frigot or two lay in a constant readiness to proceed to the *Streights* with Her Majesties Dispatches; and others were preparing for the Plantations. In fine, not any of the Ships Enumerated by the Merchants could be Diverted from the Services whereunto they were appointed.

H

HER Majesties Ships the *Chester* and *Ruby* were appointed for the First Convoy to *Virginia*, and Arriv'd at *Spithead* from *Plymouth* the 28th of *April*, where Orders had been Lodged three Days before for their Proceeding on their Voyage. There was but One of the *Virginia* Ships Arriv'd from the *Downs* the 6th of *May*, and the Convoy lay Wind-bound at *Spithead* 'till the 21st of *June*, and then they Sailed; But the Commander in Chief receiving an Account from the Lord *Forbes* (which he had from the Mayor of *Hastings*) that 12 *French* Men of War were Standing Westward, with all the Sail they could make, he returned to *Spithead*: But these Ships were the *Defiance* and *Advice*, with their Convoys from the *Downs*, as hath been mentioned before.

Upon Advice from a *Dutch* Doggar, That on the 24th of *June*, he fell in with 6 *French* Ships of War about 5 Leagues from the *Lizard*, Sir *Thomas Hardy*, who was going with a Squadron as far as the *Burlings*, was Ordered to take the *Chester* and *Ruby*, and the *New-England*, *Newfoundland* and *Leeward-Island* Convoys with him. He Sailed the 8th of *July*, but could not get out of the *Channel* being often forced back to *Torbay*, and the last time, the 15th of *August*. The 19th of the same Month he received Orders (pursuant to the Queen's Commands) to send the *Chester* and *Ruby* to *Spithead* with the *Virginia* Trade, That so soon as the Ships with Horses for the King of *Portugal* should be ready, they might proceed with them to *Lisbon*, and afterwards to *Virginea*. These 2 Ships arrived at *Spithead* the 27th of *August*, but the Trade for *Virginia* kept company with Sir *Thomas Hardy*.

The 6th of *September*, there was Advice that some *French* Ships of War and Privateers, were Cruising between *Usshant* and *Sicilly*, and the Merchants themselves mentioned the same in their Memorial; Whereupon the *Ruby* and *Chester* were stopt at *Spithead*, that so they might go out with the *Cumberland*, *Devonshire*, and *Royal-Oak*; and accordingly they Sailed with them the 7th of *October*, and unhappily fell into the Enemies Hands; as hath been before mentioned.

Her Majesties Ships, *Bristol*, *Guernsey*, *Oxford* and *Burlington*, were appointed to be the other Convoy to *Virginia*: And altho' the Merchants did, on the First of *April*, desire that they might Sail from thence by the 15th of *August*, yet by a Memorial in that month, they desired they might Sail the 15th of *September*; and accordingly did Petition the Queen; and yet their Trade from the River did not get to the *Nore* before the latter end of *October*.

The 12th of *November*, they sent to the Admiralty Office a List of their Ships which were in the *Downs*, and desired that the Convoy at *Spithead* might not Sail until they had joined, in regard they were a Third part of their Fleet; So that had the Convoy been sooner ready, the Trade would not have been so to have accompanied them.

Hereupon Orders were sent for the First Ship that should come to the *Downs*, to Convoy their Trade to *Spithead*, and Sir *John Leake* (who had Orders to Convoy the *Virginia* Trade 100 Leagues into the Sea, and to Proceed with only Two of their Convoys, if no more of them were ready) was Ordered to remain 24 Hours after the Wind should come fair for their joyning him; And at this time the *Oxford*, *Guernsey*, and *Bristol*, 3 of the 4 Ships appointed for this Convoy, were at *Spithead*.

Sir *John Leake* being Ordered on Shore, he was directed to send Sir *John Norris* to Sea with his Squadron, and to Order him to take care of the *Virginia* Ships; But he was detained at *Spithead* by contrary Winds until the 31st of the Month of *December*, and then he Sailed.

I

November 24th, 1707.

SIR,

I Have yours of the 22d. with the Inclosed Petition as a Complaint from the Merchants against Captain *Roffey*, who had my Orders to bring such Merchant Ships as were ready to Sail from *Port-Royal* in *Jamaica*, and joyn me in *Blewfield's* Bay; Upon his Arrival there with me, I made the Signal for all the Masters of the Merchant Ships, in Order to my Captains giving them Sailing Instructions (which as I well remember was about 5 in all that came on Board; They being bound to *Carolina*, *Virginia*, *Pensilvania*, and *New-England*) and am certain the Master of the Ship they mention never came on Board me for Orders of Sailing.

I particularly remember when we were Shot near the Gulf, and were to double *Cape Bonna*, and several dangerous Shoals that lye 8 or 9 Leagues from it into Sea, That a Vessel in the close of the Evening made a Signal of Distress; Capt. *Roffey* of the *Northumberland* bore down to her to know his wants, which was, That her Fore-mast was much Sprung in the Partners, and that they could not keep the Sea, but that they must Bear away (the Wind being then Northerly) for the *Caymanns*; And by the Information of a Master of another Gally that Sailed 4 days after me, and join'd me in the Gulf, he told me, That he saw the aforesaid Vessel lying in Safety at the Islands of *Caymanns*; Had I brought to and lain by for he with the whole Squadron, I should have been in great Danger of being lost upon the Shoals, as likewise of starving, if I had not gained my Passage through the Gulf as I did: This is matter of Fact, as well as I can remember, relating to these Merchants Complaints, and that their Ship did not loose a Main-topmast, as they Alledge.

Captain *Roffey* of the *Northumberland*, and Captain *Morris* of the *Monk*, had both of them my Orders to take particular Care of the Merchantmen; And for their Justification I am obliged to acquaint his Royal Highness and Council, That both of them performed their Duty exactly well; And I dare believe if the said Gally (they mention) had been well Masted, she had got well to *England*, if they had such a Ship bound thither. And I cannot but wonder at the Merchants, that they should think I should run into imminent Danger of loosing 12 Men of War, and 3 or 4000 Men's Lives, in order to save One disabled Ship. This is all the Answer I can at present make to their unreasonable Complaint,

I am Sir

To Mr. Burchett.

Your most Humble Servant,

John Jennings.

SIR,

K

Northumberland in the *Downs*, *Nov.* 23d, 1707.

SIR,

IN Obedience to his Royal Highneſs's Commands of the 20th Inſtant, I have Encloſed Copies of the Orders I received from Sir *John Jennings* relating to the Merchant Ships when at *Jamaica*, and according to the First, I gave ſailing Inſtructions to thoſe Maſters that ſaid they were ready to Sail, and according to the Second, I made the uſual Signal to acquaint them of my Sailing, and on the 22d of *February*, 1706,7. I Sailed, and on the 23d joined Sir *John* at *Blewfields*, who then Commanded. I am very certain that the Ship complain'd of, Sailed not with me from the Keys, for Mr. *Lott* their Factor told me, That unleſs I ſpared them ſome Men, ſhe could not Sail with me; And becauſe I did not, they humbly conceive it a very great Failure in my Duty to Her Majeſty and their ſelves. She might be One of the Three that joyned us the Day we Sailed from *Blewfields* for ought I know: But I muſt pray leave to conceive with them, That I am no ways anſwerable for the Folly or Neglect of either their Maſter or Factor. I have Writ to Sir *John Jennings*, and have incloſed a Copy of the Complaint; Who can inform his Royal Highneſs better of the Names of thoſe Ships that joyned us off *Blewfields*, he having the Command, *I am*,

To Mr. Burchett.

Your Honours moſt Humble Servant,

Kerrill Roffey.

By Sir John Jennings *Kt. Rear Admiral of the Blew Squadron of Her Majeſties Fleet.*

YOU are hereby directed, with the Firſt Opportunity of Wind and Weather to Sail with Her Majeſties Ship the *Northumberland* under your Command, and joyn me as ſoon as poſſible you can in *Blewfield's-Bay*; And in caſe the *Mary*, *Roebuck*, and *Falcon* are now there, or ſhall Arrive off the Keys before you Sail, you are to take the ſaid Three Ships under your Command, 'till you Arrive with me, the Capts. thereof being directed to follow your Orders: And whereas I think it neceſſary that the *Dunkirk's* Prize ſhould attend you down here, you are likewiſe to take her under your Command to Sail in company with you here; And in caſe ſhe ſhould be out Cruiſing, then you are hereby Empowered to hire a Sloop to attend your Ship to this place, as likewiſe for the better conveniency of the Store-keeper of the Navy, and Agent-Victualler, for their ſending Stores and Proviſions for the Ships here with me.

And in caſe there ſhould be any Merchant Ships now ready Laden bound for *England*, and that can be ready to Sail with you in 48 Hours after the Receipt of theſe my Orders, you are to ſtay ſo long to give them ſafe Convoy to me; Otherwiſe to acquaint them, That if they can joyn me here by the 20th inſtant, that I ſhall Order them Convoy for *England*; For which this ſhall by your Warrant. Dated on Board the *Devonſhire*, in *Blewfields-Bay*, this 12th of *Ferbuary* 1706,7.

To *Captain* Kerril Roffey *of Her Majeſties Ship* Northumberland.

John Jennings.

By Sir John Jennings *Kt. Rear Admiral of the Blew Squadron of Her Majeſties Fleet.*

WHereas by the great Sickneſs that has happen'd on Board Her Majeſties Ship under your Command, ſhe is become unſerviceable to Proceed on the preſent Expedition I am now going upon, by the great Number of your Men being put on Shore upon the Keys, for the Recovery of their Health.

You are hereby directed, as ſoon as you ſhall find your Men Recover, to get them on Board again, and to keep your Ship in a conſtant Readineſs to Sail for *England*: And upon my ſending a Ship to *Jamaica*, you ſhall receive Men and further Orders for your proceeding directly for *England*, giving Notice to the Merchants, That you are to take under your Convoy all ſuch Merchant Ships as ſhall be in a readineſs to Sail with you. And whilſt you ſhall remain here at the Keys, you are to take under your Command the *Aſſiſtance*, *Swan*, and St. *Antonio* Sloop, giving the Two former all the Aſſiſtance you poſſibly can in their being Fitted and Careen'd. And whereas I have Ordered the *Swan* as ſoon as ſhe can be got ready for the Sea, to proceed to her former Station, you are to permit her to put the ſaid Orders in Execution. And in caſe any Veſſells ſhall Arrive from *New York*, *New-England*, or any other Ports Laden with Proviſions, you are to give *Mr. Gyde* the Agent-Victualler, timely Notice of the ſame; He being ordered by me to buy all the Proviſions he poſſibly can, for the Uſe of my Squadron, and that of Commodore *Kerr*: For which this ſhall be your Warrant. Dated on Board the *Devonſhire*, off the Keys at *Port Royal*, this 15 of *January*, 1706,7.

To *Captain* Kerrill Roffey *of Her Majeſties Ship* Northumberland,

John Jennings.

L

Admiralty Office,
7 January, 1707.

A LIST of what Ships and Veſſels of War have been Taken from the Enemy, or Deſtroyed by Her Majeſties Ships during this War; with their Force, where they have been Taken or Deſtroyed, and how.

Time	Guns.	Ships Names.	Where taken.	Where deſtroy'd	By whom, or what Ships.
July 11 1702.	18	Rocheſter Prize	Le Houge	—:—	By Capt. Owen in the Rocheſter.
Sept. 3. 1702.	10	Poſtillion Priſe	Coaſt of Scotl.	—:—	By Capt. Butler in the Worceſter.
Oct. 1702.	76	Le Prompt	In the Harbour of Vigo.		By the Fleet Commanded by Sir George Rooke.
	70	Le Firme			
	66	Le Aſſurance			
	50	Vigo			
	50	Tryton			
	60	Moderate			
		Force Fireſh			
		Scouts three			
		Galeoons ſix			
	76	Le Fort	—:—	In the Harbour of Vigo	
	56	Le Soild	—:—		
	62	Le Prudent	—:—		
	46	Le Dauphine	—:—		
	64	Le Orflame	—:—		
	46	Voluntire	—:—		
	70	L' Eſperience	—:—		
	70	La Superbe	—:—		
	70	Jeſus Maria Joſeph	—:—		
	54	Buffoona	—:—		
	60	La Serein	—:—		
	22	L' Entrepenant	—:—		
	8	Choquane	—:—		
Mar. 21 $10\frac{7}{8}$	8	Chatham Prize	Coaſt of France	—:—	By Capt. Bockenham in the Chatham.
June 19. 1703	36	Litchfield Prize	Soundings	—:—	By my Lord Durſley in the Litchfield.
July 6. 1703	8	Orford Prize	Soundings	—:—	By Capt. Norris in the Orford.
Aug. 1703.	14	Name unknown	—:—	Burnt or Deſtroy'd near Granvile	By a Squadron of Ships under Command of Sir Thomas Dilkes.
	14	Joyeuſe	—:—		
	18	Royeuſe	—:—		
	8	Victorie	—:—		
	6	Name unknown	—:—		
		Beſides 41 Merchant Ships.			
Dec. 8, 1703.	54	Hazardous	Soundings	—:—	By the Orford, Capt. Norris. Warſpight, Capt. Loads. Litchfield, Lord Durſley.
Mar. 3. $17\frac{0}{1}\frac{3}{4}$	30	Tryton Prize	Off Scilly	—:—	Tryton Capt. Taylor.
14	32	Swallow Prize	Streights	—:—	Swallow, Capt Haddock.
	60	Porta Cœli	Taken and carried to Liſbon	—:—	By a Squadron of Ships Commanded by Sir Thomas Dilkes.
	60	Santa Thereſa		—:—	
	24	St. Nicholas		—:—	
Apr. 14. 1704	6	Nottingh. Prize	—:—	—:—	Nottingham, Capt. Whitaker.
June 19.	18	Advice Prize.	Soundings	—:—	Advice, Capt. Morris.
July 4.	22	Sun Prize	Off Dunkirk	—:—	Litchfield, Capt. Billingſley.
Aug. 24.	54	Faulkland Prize	Coming from Virginia	—:—	Faulkland Capt. Underdown. Dreadnought, Evans. Fowy, Capt. Browne.
28.	60	Auguſt	Soundings	—:—	Chatham, Capt. Bockenham.
Sept. 6.	28	Medway Prize.	Soundings	—:—	Medway, Capt. Littleton.
Novemb.	34	Name unknown	—:—	In the Bay of Gibraltar	Surprized there by Sir John Leake, and Burnt.
	34		—:—		
	12		—:—		
		A Fireſhip	—:—		
Feb 1. 170$\frac{5}{6}$	14	Worceſter Prize	Off Beachy	—:—	Worceſter, Capt. Butler.
March 1705.	84	Magnanime	—:—	Near Gibraltar	Burnt by a Squadron Commanded by Sir John Leake.
	86	Le Lis	—:—		
May 19.	24	Fox	Soundings	—:—	Tryton, Capt. Taylor.
June 5.	24	Cruiſer	Soundings	—:—	Tryton, Capt. Taylor.
1.	24	Enterprize	Soundings	—:—	Tryton, Capt. Taylor.
5.	24	Valure	Soundings	—:—	Worceſter, Capt. Canning.
Oct. 3.	60	Arrogant	Off Gibraltar	—:—	Sir John Leake.
Nov. 15.	24	Dunkirk Prize	—:—	—:—	Dunkirk, Capt. Greville.

Time

Time.	Guns.	Ships Names.	Where Taken	When destroy'd.	By whom, or what ships.
July 5. 1706.	70	St. Maria.	At Ostend		By a Squadron of Ships under Command of Sir Stafford Fairborne.
	50	Flandria			
	40	Queen of Spain			
	24	Neptune			
	22	Moll Catt			
	16	Katherine			
	14	St. Maria			
	14	Lady of Clare			
	14	King of Spain			
	10	Unknown			
		Besides above 50 Sail of Merchant Ships			
July 10 1706.	24	Childs Play	Coming from Hamburgh		Tartar Capt Leake. Adventure, Capt. Hickes.
May 1707.	30	Grand Canary	At Newfoundland		By Her Majesties Ships commanded by Capt. Underdown.
	20	Equeliere			
	32	Mariana			
	26	Margaret			
	20	Palme			
Nov. 26. 1707	26	Aime	Soundings.		By the Kent, Sir Tho. Hardy, Dover, Capt. Matthews, under the Command of Capt. Evans of the Burford.

Memorandum, *As to the Ships in this List said to be Taken at* Ostend, *they were Rescued from Continuing in the Enemies Service, by Her Majesties Ships being off of that Port and Facilitating the Taking of it.*

ABSTRACT.

Taken.			Destroy'd.	
Guns.	Number.		Guns.	Number.
76	1		86	1
70	2		84	1
66	1		76	1
60	5		70	3
54	2		64	1
50	3		62	1
36	1		60	1
32	2		56	1
30	2		54	1
28	1		46	2
26	2		34	2
24	8		22	1
22	2		18	1
20	2		14	2
18	2		12	1
16	1		8	2
14	4		6	1
10	2	Fire Ship		1
8	2			
6	1			
Fire Ship	1			
Scouts	3			
Galeoons	6			
No. of Guns	1506	65	1014	24
Of which of the Line of Battle	840	14	752	11

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Admiralty Office.
7th January 1707.

A LIST of Her Majesties Ships and Vessels which have been Taken by the Enemy, or Destroy'd, during this War, with their Force, where they have been Taken or Destroy'd, and how.

Time.	Rate	Guns.	Ships Names.	Where Taken.	By what Accident.
Nov. 12. 1705.	3	70	Elizabeth	S. ward of Scilly.	By Four French Ships of War.
May 1 1707.	3	70	Grafton	Off of Beachy	Dunkirk Squadron.
	3	70	Hampton Court	In the Soundings	By a Squadron of the Enemies Ships.
Octob. 10. 1707.	3	80	Cumberland	Coming from Holland	By Four French Ships of War, and Three Privateers.
April 10. 1703.	4	50	Salisbury	60 Leagues West of Scilly	Three of the Enemies Ships of War.
July 24. 1704.	4	50	Coventry	15 Leagues South from Scilly	By Six French men of War.
Aug. 4. 1704.	4	50	Falmouth	Coming from Fleckery	By a Squadron of French Ships.
Octob. 20. 1705.	4	50	Blackwall	In the Soundings	By a Squadron of French Ships.
	4	50	Pendennis	Going to Holland	By Two French Ships of War.
10. 1707.	4	50	Chester	Near Scilly	By Seven of the Enemies Ships.
	4	50	Ruby	Coming from Fleckery	By a Squadron of French Ships.
Feb. 16. 1703.	5	32	Ludlow	Off Hastings	By Four Ships and a Snow.
Aug. 1. 1704.	5	32	Fowy	Going to Jamaica	By a French Ship of 54 Guns.
Octob. 20 1705.	5	32	Sorlings	Between Downs and Folkstone	By Five Privateers.
June 6. 1706.	5	32	Winchelsea	Off of Cape Spartel	A French Ship of 54 Guns.
July 28. 1706.	5	32	Gosport	Near Ostend	By Three French Ships.
Sept. 21. 1703.	5	24	Squirrel	Off of Calais	By several French Ships.
Octob. 10. 1705	6	24	Flambrough	Near Harwich	By the Enemies Galleys.
July 3. 1706.	6	24	Deal Castle	Coming from the Streights	By a Privateer of 44 Guns.
July 7. 1706.	6	24	Squirril	In her Return from the Indies	By a Privateer 24 of Guns.
Aug. 1707.	6	24	Nightingale	Bay of Gibraltar	By Eleven French Boats
Nov. 24. 1705.	F. S.	8	Lightning	Going to Lisbon	By several French Ships.
Octob. 15. 1703.		4	Serpent Bomb	Near Jersey	By Two French Ships.
Octob. 12. 1704.		4	Terror Bomb	Between the Lands end and Scilly	By a French Privateer.
Octob. 10. 1706.		4	Comet Bomb	Coming from New England	By a French Privateer of 18 Guns.
April 31. 1703.		10	Martin Ketch	Off the Isle of Wight	By a French Ship of 46 Guns.
Aug. 14. 1702.	Sloop.	2 F 4 P	Prohibition	Off the Coast of Holland	By some Ships of the Enemy.
Aug. 18. 1702.	Do	10	Swift	Off Diblington	By a French Privateer of much greater Force.
Mar. 29. 1703.	Sloop.	2 F 2 P	Shark	Off Gravelin	By the Enemies Galleys.
April 19. 1703.	Do	6	Swallow	Off Beachy	By a French Privateer.
June 24. 1704.	Do	6	Woolf		
May. 23. 1706.	Do	10	Ferret		
June 1. 1702.		2 F 6 P	Post Boy, Brigantine		

				Where Destroy'd.	
Mar. 12. 1703.	3	70	Resolution	On the Coast of Italy	Burnt to avoid falling into the Enemies Hands.
Octob. 10. 1707.	3	80	Devonshire	In the Soundings	Blown up when Engaged with a Squadron of the Enemies Ships.

ABSTRACT.

Taken.		Destroy'd.	
Guns.	Number.	Guns.	Number.
80	2	70	2
70	2		
60	1		
50	6		
32	5		
24	5		
10	3		
8	1		
6	2		
4	6		
1014	33	70	2
Of which of the Line of Battle	660	11	140	2

FINIS.